# MONOROUGE. delearni.

(ESTABLISHED 1881.)

NEW SERIES No. 4893

MONDAY, JULY 10 1905.

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Intimations.

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## Banks.

\_IONGKONG AND SHANGHAL V BANKING CORPORATION. PAID-UP CAPITAL ...... \$10,000,000 RESERVE FUND.

Sterling Reserve.....\$10,000,000 \$18,000,000 Silver Reserve .....\$ 8,000,000 RESERVE LIABILITY OF PROPTORS.\$10,000,000

COURT OF DIRECTORS: H. A. W. SLADE, Esq., Chairman. A. HAUPT, Req., Deputy Chairman. Hon. C. W. Dickson. | H. Schubart, Esq. E. Shellim, Esq. E. Goetz, Esq. G. H. Medhurst, Esq. Hon. R. Shewan. A. J. Raymond, Esq. N. A. Siebs, Esq. F. Salinger, Esq.

CHIEF MANAGER: Hangkong-J. R. M. SMITH. MANAGER: Shanghai-H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED : On Current Account at the rate of a per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 3 per Cent. per Annum. For 12 months, 4 per Cent, per Annum. J. R. M. SMITH. Chief Manager.

Hongkong, 17th May, 1905. HONGKONG SAVINGS BANK.

"HE Business of the above Bank is conducted bythe HONGKONGANDSHANGHA! BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 32 PER

CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG ANT DEPOSIT at 4 PER CENT. per annum. For the Honokono and Shanghai BANKING CORPORATION,

J. R. M. SMITH, Chief Manager. Hongkong, 1st May, 1902. INTERNATIONAL BANKING

CORPORATION. FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORISED.......GOLD \$10,000,000 CAPITAL PAID UP .....GOLD \$ 3,250,000 RESERVE FUND ........GOLD \$ 3,350,000 HEAD OFFICE:

NEW YORK. LONDON OFFICE: THREADNEEDLE HOUSE, E.C. LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF England, Limited, Union of London and Smith's Bank, LTD BRITISH LINEN COMPANY BANK. BRANCHES AND AGENTS ALL OVER THE

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application. CHARLES R. SCOTT,

Manager. 20, Des Vœux Road,

Hongkong, 26th May, 1905.

THE I OKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880. CAPITAL SUBSCRIBED ......Yen-24,000,000 CAPITAL PAID-UP JAPITAL UNCALLED...... 

Head Officer-YOKOHAMA. Branches and Agencies. . new York.

TOKIO. HONOLULU. NAGASAKI. SHANGHAL LYONS. NEWCHWANG. SAN FRANCISCO. MUKDEN. DOMBAY. TIENTSIN. PORT ARTHUR. PEKING. CHEFOU. DALNY. KOBE. LONDON.

LONDON BANKERS HE LONDON JOINT STOCK BANK, LD. PARRS' BANK, LD. THE UNION OF LONDON AND SMITHS BANK, LD.

Hongkong Branch:—Interest Allowed. On Current Account at the rate of a per cent er Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent

> TAKBO TAKAMICHI, Manager.

Hongkong, 23rd May, 1905. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON. RESERVE LIABILITY OF SHARE-

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months. 4 per centi-T. P. COCHRANE, Manager.

Hongkong, 18th May, 1905. THE TEUTSCH ASIATISCHE BANK:

AUTHORIZED CAPITAL ..... Sh. Taels 7,500,000 HEAD OFFICE-SHANGHAL BOARD OF DIRECTORS: BERLIN. BRANCHES: Calcutta

· Hankow

Tsinanfu

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS. Union of London and Smiths Bank, Ltd. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLECHAFT,

Tsingtau

Tientsin

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. M. HOMANN,

Manager. Hongkong, 1st April, 1905.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

TO SAIL ON REMARKS. LONDON and ANTWERP VIA MANILA, SINGAPORE, PE PALMA MA SAID, SUEZ & MAREILLES COROMANDEL ...... About 14th & Freight and SHANGHAL G. M. Moniford, R.N.R...

LONDON and ANTWERP VIA JAVA ..... About zolh ? Freight and

SINGAPORE, S. Barcham ..... COLOMBO and PORT SAID 1 For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent. Hongkopg, 10th July, 1905.

Intimations.



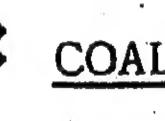
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED

PRICES: Including Freight, Duty and Delivery to any address in the United Kingdom,

FOOCHOW TEAL

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00. Hongkong, June 16th, 1905.

JAPAN



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COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

LJ ARTMANN'S RAHTJEN'S GENUINE

BRAND, "HARTMANN'S" GREY PAINT.

DAIMLER'S PATENT MOTOR

LAUNCHES,

Sole Agents for

FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUER SCOTCH

WHISKY, &c.

EVERY KIND OF

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**ALWAYS-IN STOCK** 

RBASONABLE PRICES.

Hongkong, 7th March, 1905.

COMPOSITION RED HAND

HONGKONG,

HEAD OFFICE:--:, SURUGA-CHO, TOKYO, LONDON BRANCH:—34, LIME STREET, E.C. HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

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New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Scoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldzuru, Kure, Shimonoreki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Tsipeh; &c. Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Rallways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onours, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals, S. MINAMI, Manater. Hongkong.

TTONCKONC MICHIERRY	P.D. A. 3.4
H ONGKONG HIGH-LEVEL TO WAYS COMPANY, LIMITE	KAM
LI . WAYS COMPANY, LIMITE	D
TIME TABLE.	
WEEK DAYS.	
7.00 a.m. to 7.30 a.m Every 30 min	ules.

7.00 a.m. to	7.30 a.m Every 30 minutes.
7.30 a.m. to	8.00 a.m Every to minutes.
8,00 a.m. to	8.30 a.m Every 15 minutes.
8.30 a.m. to	9.30 a.m Every 10 minutes.
9.30 a.m. to	11.00 a.m Every 15 minutes.
11.30 a.m. to	12.45 p.m Every 15 minutes.
12.45 p.m. to	1.15 p.m Every to minutes.
1.15 p.m. to.	1.45 p.m Every 15 minutes.
1.45 p.m. to	2.15 p.m Every 10 minutes.
2.15 p.m. to	3.00 p.m Every 15 minutes.
3.30 p.m. to	
5.00 p.m. to	8.00 p.m Every to minutes,
_	NIGHT CARS.
RAE mm: an	d a n.m., q.45 p.m. to fr. ec n.

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	8.00	am.	to	9.00	a.m.	Ev	cry I	5 mi	putes.	Ì
	9.00	a.m.							nutes.	
	9.30	a.m.	to I	0.30	a.m.	Ev	ery I	5 mi	nutes,	ţ.
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	12.00	Noor	o to	1,00	p.m.	Ev	cry I	o m	nutes.	1
	1.00	p.m.	to	5.00	p.m.	Ev	ery.	5 m	nutes,	1
	5.00	p.m.	to.						nutes.	
,	6.00	p.m.	to	7.00	p,m.	Ev	ery I	5 m	nutes.	, {
		p.m.							inutes.	1
	(2)	NIG	HT	CA	RS a	s on	Wee	k D	2V5.	1

Saturdays. Extra cars at 11.30 and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS. Des Vœux Road Central.

John D. Humphreys & son, Gondral Managers, Hongkong, soth December, 1904.

# (MITSUI & Co.)

## CALDBECK, MACGREGOR & CO.



AND SPIRIT MERCHANTS, 15, QUEEN'S ROAD.

Telephone No. 75.

ESTABLISHED 1864.

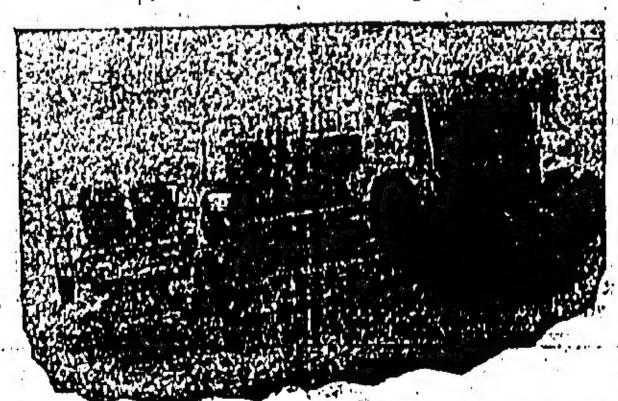
Hongkong, 4th July, 2005.

CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES. RACING AND CRUISING.

OUR MOTORS Workmanship. For Reliability, Lightness. Durability; Estimates cheerfully given.



OUR PROPELLERS Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies :- GENERAL ELECTRIC CO. W. H. ALLEN & SON'S, ENGINEERS, BEDFORD. H. W. JOHN'S CANADIAN ASBESTOS GOODS, Cable Address: "MARINEWORK," Hongkong:

Hongkong, vet February, 1905;

Telephone No. 358. 22. Beaconsfield Arcade, Hongkong.



Pronounced the best Scotch Whisky at the price on the Market.

Per Dozen

PRICE & CO. 12, QUEEN'S ROAD.

Hongkong, 22nd June, 1905.

SUPPLIES PHOTO

LONG, HING &

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905.

Potels.

# HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES, Acting Manager

Telegraphic Address: CONNAUGHT

Telephone, HONGKONG.

FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and Lofty Rooms, Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water Baths and Shower Baths.

Flush Water Lavatories. Excellent Cuisine and Wines. Under European Management.

Launch Service for Guests. Hongkong, 16th June, 1905.

CRAIGIEBURN PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 58.

For Terms, &c., apply to the MANAGER: Hengkong, and July, 1900.

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FOR HOTEL COMFORT AND THE BEST BILLIARDS

VICTORIA HOTEL, SHAMEEN, CANTON,

MACAO" HOTEL

ON THE BRITISH CONCESSION.

MACAO, CHINA, IN THE CENTRE OF THE PRAIA GRANDE

DOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

TOURISTS: WM. FARMER, Propeletor

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.	"HONAM,"	2,363	toni	`,C	aptain	H. D. Jones.	
19	"POWAN,"	2,338	19	*******	**	G. F. Morrison,	R.M.R
11	"FATSHAN	," ,	18.	******		R. D. Thomas.	:
H	"HANKOW,	"3,073	. 11	********		C. V. Lloyd.	

Departures from Honokono to Canton daily at 8.30 a.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted). Departures from Canton to Hongkong daily at 8.30 a.m., 3 P.M. and 6 P.M. (Sunday

J. J. Lossius.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HUNGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. HONGKONG-MACAO LINE.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

### CANTON-MACAO LINE.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

"NANNING,"...... , C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8,30 A,M.

> FARES:-Canton'to Wuchow......Single \$15.00. Return \$15.00. Canton to Tak Hing ....... Single \$12.50. Return \$21.00. Canton to Samshui......Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

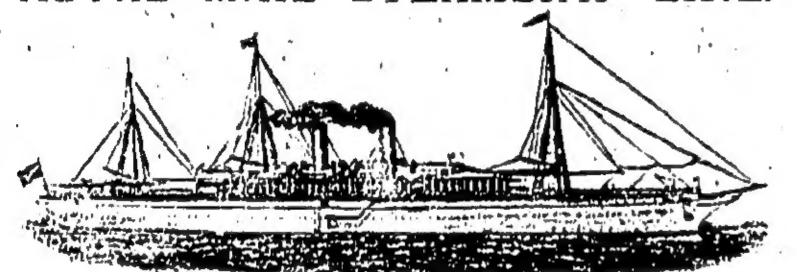
Further particulars may be obtained at the Office of the-

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

## ·Hongkong, 1st July, 1905.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBB, YOKOHAMA & VIOTORIA, B.C.) SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED-SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION). Sailing Dates. Tons. Commanders. Steamers. R.M.S. "EMPRESS OF JAPAN "...6,000 .. H. Pybus, R.N R...... WEDNESDAY, 12th July. "EMPRESS OF CHINA" ... 6,000 ... R. Archibald, R.N.R., WEDNESDAY, 2nd Aug. "TARTAR" ......4,425 ... W. Davison, R.N.R ... WEDNESDAY, 13th, Sept. Hougkong to London, 1st Class.....vid St. Lawrence £60. Vid New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class Rail ........

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Inter-

mediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments. For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, D. E. BROWN, Gereral Agent, Hongkong, 5th July, 1905. 9. Pedder's Street.

## HAMBURG-AMERIKA OSTASIATISCHER DIRNST

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTE IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN FORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION. SAILING DATES. DESTINATIONS. STEAMERS. HAVRE, ANTWERP and HAMBURG. BRISGAVIA..... 14th July. Freight, (Calling at S'PORE, PENANG & COLOMBO). HAVRE, BREMEN and HAMBURG. 16th July. Freight, (Calling at S'PORE, PENANG & COLOMBO). Hildebrandt HAVRE and HAMBURG. 26th July. Freight (Calling at S'PORE, PENANG & COLOMBO). HAVRE and HAMBURG.

9th 'August. Freight, (Calling at S'PORE, PENANG & COLOMBO). HAVRE and HAMBURG. SAMBIA..... 23rd August. Freight. (Calling at S'PORE, PENANG & COLOMBO). HAVRE and HAMBURG. Freight and RHENANIA\* 6th Sept. (Calling at S'PORE, PENANG & COLOMBOL) Passengers. NEW YORK VIA SUEZ. about begin- ? VANDALIA ..... with liberty to call at the Malabar coast. I ning of Oct. I . Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and cabins amidships. Lighted throughout by Electricity.

Duly qualified Doctor and Stewardesses are carried. For further Particulars, apply to

HAMBURG AMERIKA LINIE. HONGKONG OFFICE,

Hongkong, 4th July, 1905.

No. I. Queen's Buildings.

## 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources. Horgkong, 16th November, 1904

## Mails.

## EUROPEAN LINE

MORDDEUTSCHER LLOYD, BREWEN

STEAM FOR

SINGAPORE, PRNANG, COLOMBO, ADEN, SURZ, PORT SAID, NAPLES, GENCA, ANTWERP, BREMEN HAMBURG PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS: Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

STEAMERS. SACHSEN	SAILING	DATES.	
SACHSEN	WEDNESDAY.	roth Inly	٠
SCHARNHORST	WEDNESDAY.	and August.	
PRINZ HEINRICH	.WEDNRSDAY.	16th Anoust.	
PRINZ RITEL EDIDIDICU	WEDNIDCDAU	andle Assessed	
PREUSSEN	WEDNESDAY.	13th September.	
ROON	WEDNESDAY,	27th September.	
BAYERN	WEDNESDAY,	11th October.	,
GNEISENAU	WEDNESDAY,	25th October.	
PRINZESS ALICE	WEDNESDAY.	8th November.	
SACHSEN	.wednesday,	22nd November.	
SACHSEN PRINZ REGENT LUITPOLD PRINZ HEINRICH	WEDNESDAY,	6th December.	
CRITE HEINKICH	.wednesday,	20th December.	
		8	

N WEDNESDAY, the 19th day of July, 1905, at Noon, the Steamship SACHSEN, Captain F. von L. Peterssen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GRNOA.

Shipping Orders will be granted till Noon, on MONDAY, the 17th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 18th July. Contents of Packagos are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Lines can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration). STEAMERS. SAILING DATES. 

O'N TUESDAY, the 25th July, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess, Linen can be washed on board.

### SAILINGS OUTWARDS. **EUROPEAN**

& AUSTRALIAN SERVICE.

KOBE & YOKOHAMA ......PRINZ SIGISMUND ......TUESDAY, 1st August. BHANGHAI, NAGASAKI, PRINZ HEINRICH ......WEDNESDAY, 19th July. KOBE & YOKOHAMA' PRINZ EITEL FRIEDRICH. WEDNESDAY, and August.

> NORDDEUTSCHER LLOYD. For further Particulars, apply to

MELCHERS & CO., AGENTS.

HONGKONG-KONGMOON-KAUKONG-LINE. S.S. "TAK HING" and S.S. "HONGKONG." SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36-HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta. 

## HONGKONG-WUCHOW LINE

S.S. "LINTAN" and S.S. "SAN-UI." SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. THE steamers sail from Honokono to Samshut, Shuthing, Takhing and Wuchow. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to-Messra. BUTTERFIELD & SWIRE,

WEST RIVER BRITISH S.S. CO., HONOKONG.

Hongkong, 5th July, 1905

mongkong, 5th July, 1905.

REGULAR FOUR-WEEKLY SERVICE

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI	JAPAN	First Half.	JAVA PORTS	First half fully
TJILATJAP	JAVA	First half	JAPAN VIA SHANGHAI	Second half
TJIPANAS	JAPAN	Second half	JAVA PORTS	Second half
BOGOZ	JAVA,	Second half	JAPAN VIA SHANGHAI	First half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading. For Particulars of Preight and Passage, amply to

THE HEAD AGENCY

OF THE Java-China-Japan Lijn

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor. Hongkong, 7th July, 1905.

## Dentistry.

THIN TING. THE AMERICAN SYSTEM

STUDIO AT NO. 14. D'AGUILAR STREET. REASONABLE FREE

Consultation Free. Hongkong, 10th July, 1004.

DENTISTRY. M. H. CHAUN, D. D. I. 37, DES VOUX ROAD CENTRAL, HONGXONG From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904

## Intimations.

# MAIL LINES. THE YOKOHAMA DOCK CO

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blooks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out. 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating detrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681. Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins, Yokohama, May 23rd, 1905.

C. W. MEAD, C. E., N. M. HOLMES, C. E., President and Vice-President and Shanghai Manager. Hongkong Manager.

A. F. CARRICK, C. E. General Manager Manila.

CONSTRUCTION

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS HONGRONG, SHANGHAL AND MANILA.

Cable Address: WERRICK, HONGKONG. Railway Hydraulic

A Speciality made Mining and of Reinforced Concrete and Concrete Piles. Sanitary Engineering. Hongkong, and February, 1905.

Examinations Surveys Reports and Kstimates. On all Railway or. Proposed Construction Works.

## MINIMAX"

## EXTINGUISHER

MINIMAX SYNDICATE. LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,

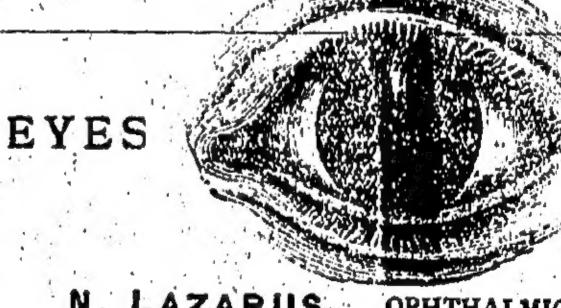
## BLACKHEAD & CO.. LOCAL AGENTS.

The most effective of all Hand Fite Extinguishing Apparatus. NO PUMPS. NO HOSE. Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING. Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet. IMPORTANT POINTS FOR CONSIDERATION.

Requires only one hand to hold.
Weight only it lbs. when full. or child. Minimum of Price, Weight and Size.

Hongkong, 10th May, 1905.



N. LAZARUS. OPHTHALMIC OPTICIAN. 10, D'AGUILAR STREET, HONGKONG, (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"-free. CALCUTTA, SHANGHAI. 21, John Street, Bedford Row, W.C. 59; Bentinck Street. 566, Nanking Road. Hongkong, 24th March, 1904.

## COLD STORAGE

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT, Stores will be Open at to A.M. and 4 P.M. daily, Sur day excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager. Hongkong, 22nd June, 1905.

PHOTOGRAPHER. TOP FLOOR OF ICE HORSE, ..

TS now in a position, in his New and Coast modious Premises, to eclipse, as beretofore ALL PHOTOGRAPHIC ART PRACTICEL in the Colony or in any part of the Far Rast. GROUPS AND VIEWS

Tet-House Rouse,

a speciality. Hongkong, stud Sentembr, 1808.

## THE HONGKONG STUDIO. HIGHER CLASS PHOTOGRAPHER,

41 & 41, QUEEN'S ROAD CENTRAL, TOP PLOOR.

DORTRAITS, GROUPS and ENLAB GING and COPYING in all Sizes,

LARGE SELECTION OF VIEWS ALWAYS ON HAND,

PRICE VERY MODERATE. Hongkong, 15th September, 1903.

## THE DAMOUS MAIN THRON . WEIGHT LESS! THAN OUNCE'S

THIS DWARF RAZOR has superseded the old fashioned clumsy Resor and by its use Shaving becomes a pleasure. It is 1675 manufactured in Sheffield, England, from a special amaigam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced. Will be mailed to any address on receipt of

the price (\$2), post free. To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores Sole Agents for Far East, Howard & Co.,

29, Des Vœux Road, Central, Hongkong. Agents wanted in every port. For particulars and terms, apply to-HOWARD & Co.

Hongkong, 24th November, 1904. OAFE WEISMANN

THE Public are invited to pay a visit to TIFFIN ROOMS.

The only place of its kind in Hongkong. A VERITABLE FAIRY LAND,

REAL GERMAN FASS BEER ON

DRAUGHT. Entrance-

NO. IA. WYNDHAM STREET. 19 Hongkong, 22nd April, 1905. 46

## Untimation.

LIMITED.

—ALEXANDRA BUILDINGS.—

Des Voux Road.

FURNISHING -DEPARTMENT (FIRST FLOOR BY LIFT.)

NEW

# BEDSTEADS,

from \$65 to \$385 a pair.

Stocked in BLACK AND BRASS.

ENAMELLED

GREEN AND BRASS, ENAMELLED AND BRASS.

ALL BRASS.

# BEST MATTRESSES

FOR THE ABOVE

reasonable prices.

SOLE AGENTS

ADDISON'S PATENT PORTABLE

# SANITARY

\$14.50 to \$21.50 each.

INSPECTION INVITED.

WM. POWELL.

LTD.

HONG-KONG.

Hongkong, 4th July, 1901.

## kntimations.

-

GOVERNMENT NOTIFICATION,

TENDERS will be received at this Office until Noon of MONDAY, the 14th day of August, 1905, her the PURCHASE of the following PLANT AND MATERIALS, formerly in use on the Praya Reclamation Works (Ordinance No. 6 of 1889':-

Lot 1 .- STRAM TOW BOAT built by the Hongkong and Whampoa Dock Co. in 1890. Length between perpendiculars ... 90 feet. 

Depth moulded..... 8. n Compound surface condensing engines, about 14 N. H. P.

Lot 2.- FLOATING TRAM DEWRICK CRANS upplied by the Hongkong and Whampon Dock Co. in 1892. Working load 8 tons at a radius of 50 feet. The Crane, built entirely of iron, and mounted on an Iron Pontoon 60' 10' x. 6' 6", with semicircular ends. Draft 2' 6".

Lot 3.-LIGHTERS (>) for deck cargo (concrete blocks.) Buit by the Hongkong and Whampoa Dock Co. in 1890. Constructed of Manila hardwood and Oregon pine, and sheathed with zinc. Dimensions 75' x 23' x 3 6". Carry lo tons on a draft of 3 feet. Lot 4 - LOCOMOTIVE STPAM PERRICK

E tons at a radius of 25 feet. Also 516 lineal yards of 70 lb. flat-bottomed steel rails, with points and crossings, fish plates, bolts, spikes, and sundry platelayer's

Lot 5.-DIVING GI AR by Siebe, Gorman

.2 No. Double Air Pumps r , Single Do. Helmets.

133 I'm. feet of second hand Air Pipe.

Lot 6.-CONCRETE BL' CKS. 150 No. varying from 95 to 144 cubic feet, more or less dam uged. Total bulk about 15.3 : cubic feet. For full particulars apply to the Public Works Department,

The Gover ment does not hind itself to accept the highest or any tender. By Command,

F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th June, 1905.

NAVY CONTRACT.

ENDERS are invited for the SUPPLY OF LABOUR AND JUNKS in connection with the COALING of H.M. FLEET, etc., at Hongkong, for a period of 12 Months from the tst, August, 1905.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Naval Yard, Hongkong, and should be returned not iter than Noon on 19th July, 1905.

Hongkong, 5th July, 1905. THE CLUB LUSITANO, I.D.

NOTICE.

THE Certificate No. 147 for .20 Shares in 59 and 63, 63 and 64, 87 and 88, 140, and 178 to 187 all inclusive, standing in the Register of Shareholders in the name of ANTONIO SIMPLICIO GOMES, Junior, having been lost, Notice is hereby given that a Duplicate Certificate for the said Twenty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.
By Order,

H. M. BASTO, Acting Hon, Secretary, Club Lusitano, Ld.

ilongkong, 24th June, 1925.



Gold Medals PARIS 1889 & 1900

Brand Brand

HARRIS, CALNEWILTS England. Representatives for Hongkong & China, |

HOWARD & Co., 50, Queen's Road Central, Hongkong

Hongkong, 19th May, 1905.

A FOOK & Co., 12, Poltinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

A LL kinds of Provisions, Coal, Water and A Ballast supply from alongside at the shortest notice and with all possible dispatch,

Orders solicite. Hongkone 23rd Cebruary, 1905.

Potel.

## OCCIDENTAL HOTEL.

EXCELLENT CUISINE,

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN

EVERY ROOM. EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON. Hongkong, 19th May, 1904.

CHARACTER ACCORDING TO NOSES.

Rhinology, or the science of nose reading, is the latest fad, for no dignity is more easily conferred upon the race than that imparted by a handsome nose, and it is a well known fact that there is no disfigurement equal to a false nose. When the play "Cyrano de Bergerac" was all the rage no actor took the part without such a study of the meaning conveyed in noses as would astound the casual theatregoer. In fact, all actors know that the physical clussification of noses with certain mental traits is undeniable and often historical engravings are consulted to see what type of nose a certain character possersed.

Nothing has ever been sung regarding the nose and little has been written, yet this much abused part of man's anatomy is worthy of extended notice, in spite of the fact that a really learned disquisition upon the nose does not exist. The novelist raves over his beroine's eyes, hair, complexion, but her nose which may indicate her character even more than the characteristics mentioned. Solomon was perhaps the only writer brave enough to dilate on the note of his ideal, and CRANE by Ransomes & Rapier. Working load he in measured language compares her nose to the "Tower of Lebanon which looks toward Damascus.' There is, however, more in the nose than the owner of the appendage seems aware The classic Greek nose has been regarded

as the ideal shape, though there are Roman, Caucasian, Mongolian and Fthiopian noses, each indicating a neculiar type of mental trait. Generally speaking, thick and flat noses denote material instincts and turned up noses And a quantity of new underclothing, &c. bespeak vanity. Wide nostrils are a sign of strength, while small nostrils indicate weakne s. 'Napolean's knowledge of human nature made him select general with large noses, for this betokens intelligence, just as the eagle nose shows a firm, strong will. Possibly no nose speaks louder for itself than the alcoholic nose and it is as much to be feared as the pointed nose and chin, which injunction proclaims general wickedness. Certainly the most interesting nose is the cogitative, for it expands with thought, which comes according to rhinology, or the science of nose reading from reflection. Instances of these noses from Homer : ) Wesley and Shakespeare can be

HUMAN FINGER POSTS.

THEY SHOW THE CURE OF ANAMIA-DR. WILLIAMS' PINK PILLS.

A hyman finger post to all of her sex is Mrs. Spriggs, of 5 Grange-road, Small Heath, B rmingham, England. She wants her, remarkable recovery through Dr. Williams' Pink Fills to be widely known, that other women may learn the Way to be Well. "I had been Angemic the above Company numbered 54 to 56, from my early teens," she told a Midland Evening News reporter, "Four years ago I



could not breathe WAS DEVOL without

ing from ter-

which rack-

ed my whole

pains\_in\_the stamach I was forced to spend nearly the

whole of my time lying on the sofa. "A doctor attended me, and one day, after six months' suffering, I was taken for a drive. An old lady who noticed how weak and ill I looked told me of her neighbour who had THE H. A. L. Steamship suffered from my complaint and who had been cured by Dr. Williams' Pink Pills, so I determined to try them.

"It was not long before I felt relief," continued Mrs. Spriggs. "In fact, on the second day or so I felt an improvement.

"First of all, my breathing was easier; the alongside. pains in the abdomen diminished; also the racking pains in my body. After two bottles I could get about easily, and after four I felt quite strong again. I feel I ought to let others know what a valuable cure is at hand in Dr. Williams' Pink Pills,"

The troubles of Anemia, or Bloodlessness, do not end with languor, weakness, depression, and deathly pallor, for the stomach becomes [579] too weak to digest food, and further silments result. By supplying new and rich blood to the starved veins, Dr. Williams' Pink Pills curs the many troubles following Augemia. It like manner they have cured not once, but re peatedly, Tile, Liver disorders, Decline, and incipient Consumption, Rhaumatism, Sciatica, Paralysis, St. Vitus' dance, and ladies' nervous derangements have also been cured by Dr Williams' Pink Pills for Pale People, obtainable at medicine shops. The manufacturers, Dr. Williams' Medicine Co., Holborn-viaduct, 162. London, will forward one bottle for 25. 9d., or ix bottles for 131. 9d. Try another shop if FROM MIDDLESBOROUGH, LONDON Substitutes are offered-health is worth the

Mrs. Spriggs is now an active, healthy weman of thirty-five, and she assured the reporter repeatedly that she was never so well in her life as now,

JUST UNPACKED,

A CONSIGNMENT OF THE WELL-KNOWN DLASMON BISCUITS. They contain

and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree, They are made in four varieties:-

SWEET, PLAIN (UNSWEETENED), WHOLE-MEAL, AND CELERY. H. RUTTONJEE,

Hongkong and Kowloon. Hongkong, 3rd July 1901.

Auction.

PUBLIC AUCTION. IN THE SUPREME COURT OF HONGKONG,

Action No. 135 of 1905. To be sold by Public Auction by Order of the Supreme Court of Hongkong.

ORIGINAL JURISDICTION.

VALUABLE LEASEHOLD PROPERTY, situate at Kowloon, in the Colony of Hongkong,

FRIDAY. the 14th day of july, 1905, at 3 o'clock in the afternoon, at Mesers. Hughes & Hough's

Sales Rooms, Des Vœux Road Central.

LL that PIECE or PARCELOY GROUND A registered in the Land Office as Hunghom Inland Lot No. 249 together with the Building thereon, known as No. 74. Des Vocux Road, Hunghom, abutting on the North side thereof on Crown Land and measuring thereon 15 feet, on the South side thereof on Hunghom Road and measuring thereon 15 feet, on the East side thereof on Hunghom Inland Lot No. 224 and measuring thereon 50 feet and on the West side thereof on Hunghom Inland Lot No. 248 and measuring thereon 50 feet; and which said Piece or Parcel of Ground contains. in the whole 750 square feet and is delineated on the plan attached to the Crown Lease thereof and is coloured red thereon and is held from the Crown for the residue of the term of 75 years from the 19th day of December, 1892, granted by a Crown Lease dated the ard day of June, 1902. Annual Crown Rent \$7.00. For further particulars and conditions o

Mesons JOHNSON, STOKES & MASTER Solicitors for the Plaintiffs in the above action, or to Messrs. HUGHES & HOUGH,

Auctionears. Dated the 28th day of June, 1905.

sale, apply to-

Ensurance.

NORTH GERMAN FIRE INSUR-ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co. Hongkong 28th May, 1895.

## Consignees.

FROM ANTWERP, PENANG AND SINGAPORE.

THE.H. A. L. Steamship

"ARCADIA,"

Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading. for countersignature by the Undersigned and to take immediate delivery of their goods from

Optional Cargo will be forwarded unless notice to the contrary be given before TO-

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense, All Claims must be presented within ten

days of the stea er's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods perpetually | have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject

, All broken, chafed and damaged Goods are without paint to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 8th July, 1905. FROM HAMBURG, BREMEN, ROTTER-DAM, ANTWERP, PENANG AND SINGAPORE.

Captain Ehlers, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from

Optional Cargo will be forwarded unless notice to the contrary be given before TO-

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here after which

date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remains ing undelivered after the 12th justant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 6th July, 1905. 731 "SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

AND STRAITS. THE Steamship

" Denbighshire," Captain, W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst, will be sub. 9.30 A.M. lect to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at:2.30 P.M. No Fire Insurance has been effected, Bills of Lading will be countersigned by

BHEWAN, TOMES & Co., Hongkong, 6th July, 1903,

Consignees.

NOTICE TO CONSIGNEES. "GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS. THE Steamship

"GLENLOGAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and

mark by mark, and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless instructions are given to the centrary before

Godown Company's Godown, at Kowloon,

where each consignment will be sorted out

4 P.M., TO-DAY. Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance has been effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which, no claims will be recognised.

McGREGOR BROS. & GOW. Hongkong, 7th July, 1905.

NOTICE TO CONSIGNEES.

THE P. & U. S. N. Co.'s Steamer

"JAPAN," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-From London, &c., ex S.S. Exypt.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY. Goods not cleared by the 12th instant, at

4 P.M., will be subject to rent. No Fire Insurance will be effected by me-inany case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

All Claims must be presented within ten

L. S. LEWIS, Acting Superintendent. Hongkong, 6th July, 1905

NOTICE TO CONSIGNEES. "HE P. & U. S. N. Co.'s Steamer

"PESHAWUR," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consigners of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the

Goods are landed. Optional Goods' will be landed here unless instructions are given to the contrary before

5 P.M., TO-DAY. Goods not cleared by the rith instant, at 4 P.M., will be subject to rent. No Fire Insurance will the effected by me in

any case whatever. Damaged Packages must be left in the Godowns for examination by the Consigner's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns. L. S. LEWIS, Acting Superintendent, Hongkeng, 4th July, 1905.

PORTLAND AND ASIATIC STEAMSHIP COMPANY. NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA," FROM PORTLAND (OR.), VOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignatute and to take immediate delivery of their goods from alongside Cargo impeding the discharge of the vessel

and expense. No Fire Insurance will be effected by us in any case whatever. ALLAN CAMERON, General Agent.

will be landed and stored at Consignees' risk

Hongkong, 5th July, 1905. NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship

"SCHARNHORST"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns 

Optional Cargo will be forwarded unless notice to the contrary be given before 8 A.M., TO-MORROW. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 10th instant will be Red subject to rent. : All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on MONDAY, the 10th instant, at All Claims must reach us before the 15th instant, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned, in NORDDEUTSCHER LEOYD. MELCHERS & Co.,

Agents,

## Intimations.

A LL PERSONS having CLAIMS against MR. JAMES R. SYMINGTON, Civil Engineer, are requested to send same in in writing to his Attorney, WILLIAM JAMES HOBBS C/o the Under igned when they will be promptly liquidated.

Unless such Claims are sent in prior to the 31st July, 1905, no notice will be taken of them and they will not be recognised. Dated the 5th day off July, 1905.

JOHNSON, STOKES & MASTER, 8, Des Vœux Road Central, Solicitors for the said Mr. WILLIAM JAMES HOEBS, Attorney for the said JAMES R. SYMINGTON.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NTOTICE is hereby given that the SIX-TEENTH ORDINARY YEARLY MEETING OF THE SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive.

By Order of the Board of Directors.

GIBB, LIVINGSTON & Co., Agents. Hongkong, 27th June, 1905.

REWARD OF \$5,000. OFFERED by the Undersigned for the ARREST and CONVICTION of any Person or Persons who are in the habit of SMUGGLING large quantities of OPIUM

CHIN 100 HENG CO. Opium Farmers. Hongkong, 19th June, 1905.

into this Colony.

CITUATED at the most Charming Part -of Macao's Famous Beach, has just been opened for the public and for the benefit of Hongkong Visitors, who travel

BAY VIEW HOUSE

to this Delightful Resort. BATHING PARTIES, and indeed every Holiday Seeker on plasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from II A.M. to 9 P.M. Only the Finest Brands of WINES and LIQUEURS will be kept in stock, LIGHT REFRESHMENTS of every

description, including Ices, may be had at

the lowest prices.

Macao, 7th June, 1905.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong, TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co. General Agents, Hongkong.

## SHERRIES.

DIRECT SHIPMENTS FROM SPAIN Sherry ...... \$8.00 Per Dozen Pale Sherry Dry (Gold -Capsules) ...... 10.00

Manzanilla (Red Capsules) 16.00

MADEIRA. - ...... I4.00 16.00

Pale Sherry Dry (Red

Capsules) ..... 14.00

Gold Sherry (Yellow Seal) 15.00

MARSALA.

MOSCATEL. 

12.00

MALAGA, Dark Malaga ...... \$8.00 Per Dozen White Do.

> BARRETTO, & Co., . Agents, Nos, 22 & 24, Bank, Buildings, Queen's Road Central.

Hongkong, toth July, 1905.

## Intimations.



LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

## SHERRIES

BOTTLED BY GAO. G. SANDEMANN SONS & CO., LTD.

Light Dry ......813.00 · Very Pale Dry ...... 18.00. Full Golden ..... 21.00 Pale Dry Nutty ..... 24.00 Fine Old Brown ...... 36.00

WATSON & Co., LIMITED,

Agents in Hongkong and South China for SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

## CRECOR &

34, QUEEN'S ROAD CENTRAL,

IST FLOOR.

## BEER

PILSENER.

CROWN LABEL.

\$13.00

On 3rd July, at Shanghai, the wife of J. R. HARDING, Imperial Maritime Customs, of a

MARRIAGE. On 30th June, at Shanghai, JAMES MOORE, 4th sun of whert Moore of Liverpool, to MARY EVELETOH, eldert daughter of James

Eveleigh, Shanghai, On 1st July, at Shanghai, WALTER ERNEST We LSEY, second son of Arthur Wolsey, of South Kensington, London, to GEORGINA. second daughter of William, Bourne, of Hord,

On tet July, at Shanghai, WILLIAM LEONAR's, eldest (surviving) son of the late Williams Carby Thompson of Sydney, N. S. W., to MARY JANE, third daughter of William Godson of Elmfield, Campden, Glou-Cratershire.

On 5th July, at Shanghai, GRORGE MICHAEL BILLINGS, B.A. 10 NILLIE ROSE SCOTT, only daughter of Captain J. A. Scott of the s.s. Swal.

On 3rd July, at Mohkanshan, Donts, infant daughter of Frank and Carrie. Th. Rawlinson,

## The Mongkong Helegraph

aged one year and nine days.

HONGKONG, MONDAY, JULY 10, 1905.

A SINGAPORE AMALGAMATION. Although Singapore cannot hope to compote with Hongkong in respect of ship-Indeed Riley, Hargreaves & Co. built the an eye on its doings in the future. yacht for the Governor of the Straits Settlements, and although there has been a good deal of expert criticism as to the appearance and lines of the vessel, nothing has been hinted derogatory of her sea-going qualities. The result of these two firms working in competition, a friendly competition it is true, was that quotations were kept at a moderate figure, and those requiring tenders had the satisfaction of knowing that they had the choice of two concerns when they desired anything done in the shipbuilding, repairing or engineering lines. Now that the two companies have amalgamated it was naturally feared that the "combine" would promptly celebrate their fusion by increasing perfect martinet. P. & T. Times. prices all round.—People in Singapore are just as keen on live competition, and have quite as firm a belief in the efficacy of rivalry, as the people of Hongkong. They recognise that competition means a gain for the public; and, besides, it stirs up the competitors to a sense of their responsibilities to the community and an appreciation of what is required. A trust, on the other hand, is able to say familiarly, "If you don't like it, lump it." It can afford to lie on its oars and play the autocrat so far as the general public concerned. It is not obliged to rise to each and every occasion, to anticipate the want of customers and to keep ahead of the times. It has, as an undisputed monopolist, the sublime privilege of dictating what may be done, instead of obeying the demands of those who seek its services. The public become the sycophants, while the trust lords it over them. At any rate that is too often the case, and if these views are somewhat exaggerated as applied to the Far East, it is. only necessary to glance at the daily doings of American trusts to realise the ultimate possibilities of such amalgamations. Riley, Ltd., each paid satisfactory dividends to Straits Times, about three months' time. their shareholders while they were separate and rival concerns. Now that they have joined forces it may be anticipated that even those dividends which were reckoned as good in the past will be eclipsed by the dividends of the amalgamated firms in the future. To the average onlooker, however, the question of dividends is outside his thoughts. He is inclined to wonder whether the amalgamation will have the effect of creating a monopoly to the detriment of the customer. That this question has come to the fore in Singapore is evident from the fact that Mr. W. M. Robertson, the managing director of Riley, Hargreaves & Co., thought it necessary to make an explanation to the shareholders, on the subject. Truth to tell, his arguments in favour of amalgamation are extremely plausible, not only from the shareto compete against British, American and

German firms it was necessary to cut prices

as fine as possible, with the result that in

order to obtain a satisfactory dividend the

turn-over of business had to increase in pro-

portion. A greater turn-over means a greater

stock, which, in turn, means a greater staff,

which, again, means a greater expenditure.

The amalgamated concern will be able to

dispense with the double stock and introduce

new varieties; while the money of the two

firms lying in duplicated stock can be laid

out to more profitable advantage. More-

over, the cost of the staff will be reduced.

As Mr. Robertson said: "It is confidently

anticipated that, even if the number of

principal members of the staff is not reduced,

the increased business which is bound to

ployment of the general staff, will cause their salaries to bear a smaller proportion to the working cost of the business." With reference to the question as to prices; Mr. Robertson remarked that the new Company will be able to work at lower rates than is possible at present. That is the crux of the situation in the eyes of the outsider. The amalgamated concern can reduce their prices and the general body of customers will benefit, the shareholders also gaining by the increased business and the reduced capital expenditure. The managing director protested that the new Company would not be a monopoly, but what it was, if not a monopoly, he did not deign to say. Seeing that it has no competitor and can now defy any opponent starting in Singapore on similar lines, the amalgamated property would seem to be a first-class example of the monopolistic system, but the prospect of larger profits, bigger dividends and greater prosperity all round, has frequently the effect of acting as a purple fog to the mental vision. The scheme is of interest to Hongkong because it indicates the establishment of a possible rival to the Hongkong Dock Company, where the smaller craft plying the Far East are in question. Fortunately, building and engineering facilities, much Hongkong is so far ahead in being able to interest will be aroused by the amalgamation | deal with the leviathans of the sea as well as of the two well-known firms of Riley, the pigmies, and is so favoured by natural, Hargreaves & Co. and Howarth Erskine, advantages that Singapore could at the best Ltd. These firms have been engaged in offer but slight competition against the practically identical business, building and Hongkong and Whampoa Dock Company. repairing engines, constructing vessels of Still, the germs of a big undertaking lurk in medium tonnage, and kindred works, the amalgamation and it will be well to keep

## LOCAL AND GENERAL

THE civil administration at Port Archur wa inaugurated on the 25th ult., Mr. Kawakami being at its head, which

A NEW currency, the same as that of Japan, is to be introduced in Korea, and fo stem the flood of corruption, all Korean, officials, are to have their salaries doubled.

THE Chinese troops in Shantung are said to be kept so strictly under discipline and so constantly at drill that they are committing suicide in despair, the commanding officer being i

THE Mainichi states that the number of mine laid by the Russians in the waters at Por Arthur must have been over 3,000. The worl of clearing them away has made great progress but it is believed that some 1,500 to 2,000 still remain to be dealt with.

ACCORDING to the Shogio Shimpo, eight mil lion yen worth of Cardiff coal is stacked at Sasebo. Part of the immense supply has been purchased but the greater part represents captures from the enemy. The authorities are not a little perplexed how to deal with it.

THE Shanghai Times understands from a private telegram that has been received in Shanghai, that the well known war correspondent, Mt. Bennett Burleigh, has resigned his position on the London Daily Telegraph, The resignation, was handed in to his editor about the same date as the trial of Pavlow v. Ward opened in this settlement.

AT the first meeting of the newly constituted Tanjong Pagar Dock Board Mr. J. R. Nicholson' was appointed Chairman of the Board. The proceedings were private. Mr. W. J. Trowell, Government Inspector of Marine Surveys, has left for England on business connected with the Hargreaves & Co., and Howarth Erskine, Tanjong Pagar Dock. He will feturn, says the

> We are glad to find that the police are taken measures to put a stop to the many acts of cruelty which are perpetrated on some of the pig junks arriving in the Colony. By the time the "porkers" reach Hongkong they are in such a condition that many of them are unable to move for several hours, and then only after constant prodding on the snout with a pointed stick. This morning P.C. Berrie was patrolling in the police pinnace when he heard a most unusual squealing of pigs on board of junk, and upon investigating found the animals stowed in such a way that many of them must have been suffering excruclating pains, 3: In fact one of the pig's forelegs was broken. Mr. Orme marked his disapproval of such cruelty by fining the junkman \$25 or a month,

NOTWITHSTANDING that the rain continued to follow from the more advantageous em. | them.

DR. MORRISCH, the Times Poking correspondent, is en route to Washington to watch the Peace negotiations in the interest of the Japa and his journal,

Ir was learnt by wire that Mr. H. Schroeter, head of the Tientsin firm of Telge and Schroeter, was accidentally shot while out with shooting party at Detmold on the 24th ult.

K regret to announce the death, which took home in October next. place this morning, of Mr. E. A. Early, for many years assistant at the Victoria Dispensary, and for some time in charge of the branch

THE Russian Government is reported to intend laving a line of railway from Stretinsk to Habarovsk along the Amur, as originally planned, for which the easier line through Manchuria was afterwards substituted.

According to northern exchanges the public godowas in Shanghai are in a very congested state. Consignees of cargo arriving from America have been notified that the goods will be landed and stored at the Pootung Wharves. A TOKIO message to the Asahi states that,

according to a private report received at Tokio, the Russians at Viadivostok have formed a balloon detachment, comprising seven officers and over thirty men. They are at present making experimental ascents every day.

THREE months' hard labour, six hours in the stocks, and 12 strokes with the birch rod were the sentences meted out to two young coolies at the Magistracy, this morning, on their being convicted of snatching gold ear-rings and hairpins from Chinese women at West Point, Inspector Collett was in charge of the case.

Mrs. Richardson, the English lady who arrived in Japan shortly after the outbreak of the war with the object of assisting in the nursing of the wounded, was recently decorated by the Empress with the Sixth Order of the Imperial Crown in recognition of services rendered Mrs. Richardson leaves Japan on the 15th instant for Europe.

before Mr. F. A. Hazeland this morning with board. Before he brought the charge against in tram-car No. 18, (2) avoiding and attempting ship was affoat. The mate told him to leave on to avoid payment of his legal fare for riding in the capstan, but it was no use. He was quite the said car, and (3) assaulting conductor No. sure he did not misunderstand the mate when 20 of the said car, on Saturday last. The he (the mate) spoke of scuttling the vessel. If charges were proved and a fine of \$11 was he went below to scuttle her it would be quite inflicted.

Viceroy Chang Chih-tung has been appointed by the Kwangturg and Liang-Hu provinces to act as official representative in dealing with all transactions in connection with the Canton-Hankow Railway, such as finding funds for the rendition of the American interests and the completion of the line, and other business transactions.

CHRISTIE, the boxer, has left Shanghai for Tientsin. He is going north to try and arrange a boxing match with Billy Bellew of that port. In Shanghai he has just defeated McCoy of Shanghal, Christie's weight is about 156 lbs. whereas Billy Bellew only turns the scales at 138 lbs... In view of the discrepancies in weight and as the latter has practically retired from the ring, there is some doubt as to whether he will accept the challenge, of the ex-bluejacket. Should be do so, however, Billy Bellew may be depended upon to do his

PRANCISCO Reyes has brought suit against the Hongkong and Shanghai Banking Corporation for \$380,000 damages which, as the complaint alleges, the corporation refused to allow him to make use of in meeting certain drafts on Spain. The case is full of interest to the business world, says the Cablenews, and the importance attached to it is evidenced by the fact that the assistant chief manager of the concern paid a visit to Manila some time ago, in connection with the case. Senor Sierra, attorney for Francisco Reyer, has just returned from ? visit to Hongkong with reference to the offair, Plaintiff prays for the payment of the above named sum, the payment of legal interests on the same, the cost of the suit and such other relief as to the court may seem just and

In the Court of Summary Jurisdiction in Hong-

kong to-day, before His Honour Mr, A.G. Wise, Puisne Judge, Lok Tean Tong sued U Chiu Ngo for \$15 odd, the balance of a debt due for goods delivered. The defendant sought to saddle a former employer, who has disappeared from Hongkoug, with the debt, and he was represented by Mr. G. E. Morrell, of Messrs. Dennys & Bowley. The plaintiff, who keeps a grocer's shop at 356, Des Voeux Road West, stated that he supplied goods to the defendant fall up to perilously close to the hour His to the amount of \$42 odd. The defendant had Excellency had selected for being "at home" to paid two instalments of \$27 altogether leaving holder's point of view, but also from that of his young friends at "Mountain Lodge," the, some \$15 still to be paid. Witness proved that the customer. He remarked that in order Peak, on Saturday, the weather cleared suddenly the goods had been sold and delivered to the and an ideal evening resulted for the function. | defendant and that he had paid two instalments. In all there were some 100 little ones present, The defendant, however, maintained that he and everything that could be done for their was working for a man named U Ling when entertainment and amusement was done, Capt. | the goods were obtained, and that his employer Arbuthnot-Leslie and Mr. R. A. B. Ponsonby has a contract on a local steamer. "I don't being most indefatigable in looking after the know the plaintiff; I have never been in his general comfort and enjoyment of His Excel- shop," remarked the defendant. He brought lency's guests. "Half-time" was marked by a his present employer to prove something, and temporary cessation of the games and races in the employer started to speak in Chinese, progress, an adjournment being made to the but presently to the amusement of the Court marquees where all sorts of good things were he was speaking English as if to the manlavishly laid out for the youngsters! delectation, ner born. The only words he failed to un-Games again were resumed and continued derstand were "wealthy" and "rich." Asked until nearly seven o'clock when the watchful if U Ting, the missing employer of the defendparents and guardians mustered their charges, ant, was a "wealthy" man, the witness gazed and took them, reluctantly, home, each child's in despair, at the interrogator, until it was put arms being laden with the presents and prizes | colloquially-" Have got plenty cash". The bestowed by His Excellency's generous fore- witness's face lighted up as he replied "Have thought, and the crowd of happy little faces got". His Lordship in giving judgment obspoke volumes for their appreciation of the served: "I have no hesitation in saying that royal good time that had been provided for your client, the defendant, is a little story-teller." Judgment for plaintiff with costs.

PROMOTION FOR CUMMIDDORE DICKEN.

A naval correspondent writes to inform us that an intimation has been received in the Colony to the effect that Commodore Dicken, R.N., has been promoted to the rank of Rear-Admiral. Although no official confirmation has yet been received, the accuracy of the report is not doubted. The Commodore leaves for

THE "TRAVANCORE" INQUIRY

MORE INTERESTING EVIDENCE.

The inquiry into the stranding of the British sailing vessel Travancors was continued this morning at the Marine Court, composed of Hon. Captain L. A. W. Barnes-Lawrence, R N (President); Captain C. R. McCallum, R.N., H.M.S. Tamar, Captain H. Pybus, as. Empress of Japan, Captain St. John George, a.s. Macquarie, and Captain W. Hobb, s.s. Taiping. Mr, C. D. Wilkinson, of Messes, Wilkinson

and Grist, represented Captain Chamberlin of the Travancore, and Mr. John Hays, of Messrs. Johnson, Stokes and Master, appeared for the owners.

Thomas Nash, boatswain of the Travancore, being recalled, was about to be examined, when Mr. Wilkinson took exception to the evi ence being published in the newspapers, as other witnesses who were going to be called might read it and so become acquainted with what the previous witnesses had said.

The President suggested that perhaps would be better if a mere resume without details were given, in order not to defeat the ends of justice.

The witness, examined by Captain George, said he was in charge when the vessel missed stays, and was at the forward capstan, at the forecastle-head, when the captain was lying with his head and arm over the rail and fell down. He saw him look at the men and thought he was taking notice. Witness was expecting an order to let go anchor when the vessel missed stays, but he did not get the anchor ready as it was not usual to do so When the captain told him to man the boat he put four men in her. He noticed the shir affoat when at the bow in the boat, and called SAMUEL MILLER, gunner R.G.A., was charged the mates attention to it when they returned on r) behaving in a noisy and disorderly manner the chief officer he mentioned to him that the possible for him to do so with a hammer and cold chisel. to far as he knew the mate was In his right mind at the time. He had strong reasons for believing that the captain knew of the chief officer's intention. The idea of bringing the charge against the captain and the mate originated when they were accused of cowardice by both captain and reporter.

By Mr. Wilkinson: -- Senior apprentice Gordon was at the wheel when they saw the

captain in the state mentioned on deck. By Mr. Bays: He was quite sure he saw the captain lying over the rall, but was not certain what time it was. He had not spoken to Mitchell about the matter when he saw the captain it the state mentioned; he did not make any remark to any members of the crew on deck. When the chief officer made his proposition witness did not make any remark. When they came into port he reported the matter to the captain. At the time the mate made the suggestion the ship was affoat fore and aft. It was not impossible for the mate to scuttle her. They had not to be ordered off the Likin and directed to return to the Travancore,

By the President: The ship was bumping on the rocks when they got alongside. When the ship was pulled off the rocks by the Robert Cooke tugboat they were in the hoat. By Mr. Wilkinson: It was the captain of

the Likin who ordered them back to the boat. Witness was standing at the gangway, but he did not see any blue lights. They were called when they had to go back, but they were all awake at the time, owing to a heavy rain shower having disturbed them. within half a mile of the ship. He never heard a word about blue lights being burned. When called to leave the Likin, they got aboard the boat within the space of three minutes. At that time the was affoat; there were eight or ten feet water in her bold. He did not inform the captain when she was affoat; he thought it ! sufficient to inform the chief mate. The men were going forward when the mate expressed his intention of scuttling the ship. He did not offer witness any money, nor any compensation. He was quite positive the mate intended to carry out his intention if witness had consented. He did not think the man was mad, and had never heard that he had been in a lunatic asylum. The mate knew best what his object was in scultling the ship. No boats boat say that he was going to save his life at 4 were lowered before the ship struck, but orders were previously given to get them ready for lowering. There was very little panic on board to handle and manage. Witness did not know if he had said so to the captain, but he had often expressed that opinion board. Until they got to dry dock he never to'd the captain about the ship having been affoat. It was at that time that he also asked him if he was aware of the mate's intention and he said "no," and then called the mate aft. On the second afternoon after, the ship went ashore the captain gave orders to set centain sails. Some of the crew drew the captain's attention to the fact that the wind ship, but while he was on the vessel the captain was on the starboard side of the ship.

of the vessel was lying broad on to the rocks." farther on to the rocks,"

By J. T. Roberts (chief officer, Travancors) was sent to Hongkong for assistance. -The men did not refuse to set the sail on the main-mast, but no sail was set on the mizzen mast. The reason it was not set was because the men said it would be doing the ship harm. The stream anchor was put out sometime dure by the and five inch nails. ing the afternoon of the and of June.

An altercation occurring between witness and the mate, the President rebuked them and ordered them to put their questions and answers through him.

The chief male said this was the first be had heard of the accusation against him and he did not know what further to ask witness; he know nothing about the matter. John A. Martir, chief offices of tug boat

Robert Cooke, was then called and said. Wo

arrived at the scene of the wreck of the

Travancore at 6.50 a.m. on he std June. She

was lying portside to the shore on Fukai Point. We lay off about two cable lengths. When we first sighted her I saw two lifeboats, lying about four to five cable lengths off her. The revenue courser Likin was anchored about four cable lengths away from the Travencore, outside the boats. One of the boats communicated with the Robert, Cooks and then returned to the Iravancore . When we first arrived neither of the boats communicated with the Travancore, on toard of which there was nobody at the time. The master of the Travancore did not come aboard the Robert' Cooke; he came alongside and called out "You have arrived too late; the bottom is out of the ship, the rocks have got through her bottom and she is full of water." I did not see anything wrong about the master of the Travancore. On being thus halled the captain of the Robert Ceoke called out to the master of the Travancore to bring his boat alongside? and he would send the mate (myself) and Mr. Purvis, the chief engineer, aboard to see the real condition of the vessel for ourselves. We: accordingly went aboard, and I noticed that the Travancore had a heavy list to starboard, while's she was bumping very heavily on the rocks. Several of the sails were set but I am not quite certain which they were. We examined the vessel thoroughly and found; there were only between 18 inches and two feet of water over the ballast on the starboard side al drew the attention of the master of the Travancore to the condition of his ship, and informed him that we could take her up and beach her in Harlem Bay. To this the captain, did not agree, saying that if we did take her off the would go down in deep water. After a time we finally persuaded him to let us have a tow-line and make the attempt, and then the captain issued orders for some of his men to pass out a line. These orders were given in a proper seaman-like manner and were carried out in the same manner. As roon as I saw the tow-line out I returned to the Robert Cooke, as did also the crew of the Travancore. In my opinion some of the crew should have remained on board the Travancore. I saw no. hesitation on the part of the men in carrying out the orders given them, or in doing their wo ki. I did not see anything wrong with the Chief Officer. The Master and Chief Officer were in danger through remaining on boards the Travancore while she was being towed off the rocks. When I was going alongside the vessel at first I noticed that a kedge anchor had been run out on the starboard quarter. It was lying at an angle of about 45; degrees from the ship's keel. I signalled to the Likin, telling the crew of the Trivancors to return to their ship. The men said they could not distinguish any signal, but they pushed off in the life-boats and then the Likin came alongside the Robert Cooke. By Lieut. McCallum, R.N. - When, we went

to the Travancore the first time there was no rush made for the gangway."

Captain Pybus .- What first made you think the Captain wished to abandon the vessel?-He said it was no use trying to get her off and would not at first give me a tow-line. He said the crew abandoned the ship. We had no difficulty in towing her off; she came off quite

easily after five minutes towing. By Captain George.-Heard it remarked on board that the first position of the Travancore, when she struck, was bow on, but afterwards she floated off and then wont broadside on again. I think it was the captum himself who

made that remark. By Mr. Wilkinson :- I did not make any inquiries as to what steps had been taken to get the vessel off. I am quite certain there, was only one hawser out.

David Purvis, foreman engineer at the Kowloon Docks, said .- I was in charge of the engine-room of the Robert Croke on this trip. I -was on deck when we sighted the Travancore, on the 3rd of June. I heard the conversation which took place tetween the masters of the Travancors and the Robert Cooks respectively, The condition of the master of the Travancore at the time was alright-he was worried, of course, but otherwise was airight. I went off in one of the life-boats to the Travantors. She was. lying with her port broadside on to the shore, but I could not say if she had any anchors There was no rush to get on board; I did not attempt to get first aboard-1 took my turn. When I got on board I looked down into Nos. 1, 2 and 3 holds, and saw in all of them about three feet of water above the ballast, on the starboard side, which was awash. The captain had previously told us that the bottom was out of her, and that she

think the vessel was so bad as he thought, but that no time should be lost in getting her off. By Captain Pyhus- be height of the balfast in the hold would be from eight to ten feet. It would depend entirely upon a man's strength and capabilities how long it would take him to knock a hole in the ship. With a bammer and cold chisel he could cut off a rivett-head in about half a day. He could not say how long it would take a boiler maker. By Captain George-Some men would take half a day to knock a hole in a sailing ship The Captain of the Travancore did not appear to be much excited, when he reported that the

was full of water. I told the captain I did not

vessel was full of water. I remarked, in the docks, three days ago, that I would have claimed salvage had I got on board first. There was no difficulty in towing the vessel off. By Mr. Wilkinson-I did not notice that the crew displayed any reluctance to rejurn to the Travancore. I heard one of the men in the

The Court here adjourned for tiffin. After the adjournment James Holland, the ship's steward, was called and spoke concernand also in reference to the condition of the

the ship. The Travancore is a very handy ship ling the medical comforts and liquor aboard, master on the day of leaving Hongkong. He had never seen him under the influence of drink. The captain did not keep a private stock of liquor. When he saw the charges that were made against the captain he said he would have nothing to do with the matter. Linton Gordon, senior apprentice, said he

saw the master leaning on the rail and looking over the side of the ship. ... He spoke as to seeing him fall a here he laid in an half sitting and half lying position. The pilot had just left the did notact as though he was drunk. The skipper By the President-The main and lower top was smoking, but witness, who was at the wheel sails and the foresail were set, and the yards at the time, did not notice his cigar drop from: braced on the starboard tack. The port side out of his mouth. The Travancors was not a last, but a very handy, ship. He was com-By Captain Pybus-The wind at that time pletely surprised when she missed stays. The would have the effect of pressing the vessel men then became a little disorganised. He left the scene of the stranding in the gig that William Ward, ship's carpenter, who said he was laid up from the time the vessel left Hongkong until she stranded, gave evidence showing that the covers in the lifeboats were nalled on

Cate proceeding.

## ELEGRAMS HONGKONG TELEGRAPH"

DEATH OF A. G. WARD AT SHANGH I.

From Our Own Correspondent. thanghai, 9th July, 11.40 a.m.

Mr. A. G. Ward, the organist of Ioly Trinity Cathedral; died here on Saturday, from typhoid fever, and will be buried to-day.

S ecial services were held at the Cathedral for the deceased, who was very popular in Shanghai.

[This sad news became generally known by in announcement made by the Rev. Mr. Jenkins at the conclusion of his sermon at Si John's Cathedral yesterday, and was heard with profound sorrow and regret by a full congrega tion, to the majority of whom Mr. Ward had been personally acquainted during the many years he was organist of the Cathedral, and throughout the time that he was the would and centre of all musical matters in Hongkong. The news was received by Mr. Jenkins, at pre- collier. sent acting chaptain of 5t, John's Cathedral just before the commencement of matins, and griangements for a semi-memorial service were at once made. In place of the usual anthem the hymn, "For all they Saints who from their labours rest," was sung, to the deceased organist's own setting, while after the final Benediction, choir and congregation kneeling, the hymn " - ow the labourer's task is o'er" was impressively sung. This over the "Dead March in "Saul" was played. It was a somewhat melancholy coincidence that on the first occas on of his assumption of duty, the new organist of St. John's Cathedral, Mr. D. Fuller, who has just arrived from home, should have been called upon to preside at the organ and play the "requiem" of his predece-sor. From Northern papers we learn that deceased was tended at the Nursing Home, and that Mr. A. J. H. woule was temporarily acting as organist of Holy Trinity Cathedral.—ED., H.K.T.]

"ARDOVA" v. S.V. DUNDONALD," 无750. AWARDED FOR SALVAGE.

From Our Unen Correspondent. Shanghai, 10th July,

2.45 p.m. The owners, captain and crew of he s.s. Ardora have been awarded £750 for the salvage of the sailing

vessel Dundonald

[The amount claimed by plaintiffs was £4,500 being costs, expenses and damage stated to have been incurred by them in towing the defendant vessel to Shanghai. Mr. R. N Macleod, of Messrs. Stokes, Platt and Teesdale, appeared for the plaintiffs and Mr. J. C. Hanson, f. Mossrs., Dowdall, Hanson and McNeill, for the defence. At the last hearing of the case on the 5th inst., Counsel for the plaintiffs stated that with reference to the distribution of the award, the owners of the Ardova did not claim more than three-quarters of the amount. Of the balance the greater portion should po to the captain, on whom alone was the responsibility of risking his own ship. The first officer had a certain amount of extra work and there were. four men who accompanied him in arranging the tow, but they were no longer on the Ardova's crew and their names were not known. It conclusion, Counsel sald that, having consented to admit the Dundonald's value at £7,500 he had to reduce his claim to £3,500.-Ep.,

THE PEACE CONFERENCE. BARON KOMURA'S DEPARTURE

FROM SHANGHAL.

[From Our Own Correspondent.] Shanghai, 10th July, 2.45 pm.

Baron Komura, one of the Japanese Plenipotentiaries in the forthcoming Peace Conference, left Shanghai for Washington on Saturday.

There was a great public demonstration upon his departure.

[The Universal Guzette says that Japan has appointed Biron Komura, Minister of Foreign Affairs, a peace plenipotentiary as he has a good knowledge of things Chinese and the present war has been originated on the Chinese problems and consequently there will be many clauses relating to China in the peace protocol The Russian Government knowing this has decided to detach M. Pokotilof to the Russian Peace Plenipotentiaries to proceed to the United States so as to meet the requirements. M. Pokotiloff is a former manager of the Russo-Chinese Bank in Peking .- ED , H.K.T.

THE "SULLY."

"So long as no excessively severe typhoon visits the scene of the stranded cruiser Sully," said a prominent member of the salvage party to a representative of the Hongkong Telegraph to day, "there is no reason to doubt that our efforts will be ultimately successful in salving the cruiser." Mr. E. C. Wilks remains at the scene where operations are still in progress, and in a few days some very powerful salvage gear will be shipped to him, by Mr. W. C. Jack, including among other things some pumps which will enable them to clear out 7,000 tons per hour, and some powerful air-compressors for boring the rock under the cruiser, preparafory to the blasting operations. It is understood that sa soon as this gear has arr'ved, and bean flited in position, Mr. Jack will return to the scene to resume control of the further operations. All things considered, there hope that we may yet see this long stranded cruiser enter the harbour and go into the

Kowloon Docks,

## ELEGRAMS.

[Reuter's.]

Prince Arisugawa in England. LONDON, 7th July.

The Japanese Naval Attaché, Captain Kaburaki, has entertained Prince and Princess Arisugawa at a picturesque dinner at the Savoy, the courtyard of which was transformed into a miniature Japanese landscape. The guests, who numbered sixty, were chiefly naval, and included Sir John Fisher.

The Prince and Princess Arisugawa at tended a State Ball at Buckingham Palace yesterday evening; a guard of honour of the Foot Guards was posted in the quadrangle.

The Mutineers of the "Kniaz Potemkin !

It is rumoured in Odessa that the Knjaz Potemkin has been blown up at Theodosia.

The report of the blowing up of the Knias Potemkin is without foundation. The officials of Theodosia went on board and found a committee of seven in command of a crew numbering 760. The latest report is that the ship has put to sea in chase of a British

The Black Sea squadron has been remanned and has arrived at Novorossuk; it is proceeding south with orders to capture or destroy the Kniaz Potemkin, which ship

the revolutionary movement is strong. One hundred and fifty of the crew of the Prout, who mutinied on the 5th instant, have been imprisoned in the fortress of Sevasto-

is now probably making for Batoum, where

SHIPPING JEISAM.

It was rumbured in Singapore the other day that the Wee Bin steamer Hong Bee had been wrecked off Hongkong !

The H.A.L. transport Silvia, which is expected here from Germany on the 15th inst, is bringing out reliefs for the German brigade at Tientsin.

The reason given by the Yokosuka Prize Court for the confiscation of the Norwegian steamer elenry Balcow is that the vessel was on her way from Shanghai to Saghalien with a cargo of 18,190 bags of American flour when seized by the Kumuno-maru. The flour, it is alleged, was destined for the use of the Russian

The Rokilla-maru and the Rosetta-maru' which were purchased by the Toyo Kisen Kaisha from the Paninsular and Criental Steam Navigation Company, have now been resold to the Oziro Kisen Kaisha. The vessels are at present in the service of the Japan Red Cross Society. Another report says they are sold to the Bijo S.S. Co., Owari province.

The Atlantic, Gulf and Pacific company's tug Robert K. arrived at Manila on 6th inst. seven days from Shanghai. She brought the crews of the Reina Cristina and Mindanao which she had taken to Shanghai. In the straits of Pescadores the vessel met with a typhoon, lasting four days. On June 5 she was stopped by a Japanese destroyer-just-outside-of-Shanghai, which, after the signal to show her colours had been complied with, allowed her to proceed.

Godfrey Hirst, chief officer of the s.s. Wenchow, has been charged at Shanghai with manslaughter, by causing the death of one Fu-Chi-sing, quartermaster of the vessel. After a prolonged deliberation, the jury found the prisoner" not guilty" on the charge of manslaughter, but convicting him on the alternative charge of wounding the quartermaster, without intent to do him grievous bodily harm. His Lordship, on this finding, sentenced the prisoner to three months' hard labour.

THE following is the return of visitors to the City Hall Library and Museum for the week.

ending the 9th July, 1905. Library Museum Non-Chinese..... 249

Total..... 355 1,880

SHIPPING AND MAILS.

STAILS DUE. French (Tonkin) 11th inst. American (Mongolia) 11th inst., daylight. Australian (Chingtu) 13th inst. English (Coromandel) 13th inst, 6 a.m. Canadian (Athenian) 18th inst. German (Prins Heinrich) 18th inst. American (China) 19th inst. Canadian (Empress of China) 24th inst.

The Imperial German Mail s.s. Pring Waldemar lest Kobe on Sunday at 6 p.m., via Moji. The s.s. Rubi left Manila on 8.h inst, at noon, and is due here to-day at 5 p.m. The Imperial German Mail s.s. Scharnhorst

which left here on Wednesday at noon, arrived at Shanghai on Saturday at 3 a.m. The H. A. L. s.s. Silvia from Germany, left Colombo for this port on 4th inst. p.m., and

may be expected here on 15th inst. The Boston Tow Boat Co.'s s.s. Pletades left

Manila on Saturday afternoon, and may be expected here to-morrow at daylight. The P. & O. S. N. Co.'s se. Coromandel left Singapore for this port on 8th inst, at 11

a.m., with the outward English Mails, and is due here on 13th inst, at 6 a.m. The C. P. R. Co.'s s.s. Tartar arrived at the release of the steamer was argued at great Shangirai at 8.30 a.m., on 9th inst., and left | length by the various officers constituting the

she is due to arrive at 7 a.m., on 11th inst. The Imperial German Mail s.s. Pring Heinrich carrying the German Mail with dates view. from Berlin of the 20th ult, left Colombo on Friday, p.m., and may be expected here on

"PRINSESSE MARIE!"

HOW SHE WAS SUNK BY THE RUSSIANS SCENES ON THE "TERBE."

The following interesting account of the sink ing of the s.s. Prinsesse Marie is from the Straits Times, of 3rd inst :-

As we reported a few days ago, the Danish steamer Prinsesie Marie was sunk by the Russian cruiser Terek five days after clearing from Singapore for Japan ports. The Capitain, crew and passengers of the Prinsesse Marie were taken on board the Terek and finally landed at Batavia whence Captain Ingemann of the sunken steamer telegraphed the first news of the catastrophe to Singapore to the East Asiatic Company, Ltd., who are local agents of the

Yesterday morning the ship's company of the Printesse Marie arrived in Singapore from Satavia by the Messageries Maritimes steamer-La Serne which made fast at Borneo Wharf at ten o'clock. They immediately transhipped to the steamer Slam, which belongs to the same owners as the Prinsesse Marie, and sailed in the afternoon for Europe.

THE CAPTAIN'S STORY.

When seen by a representative of the Straits Times on his arrival here, Captain Ingemann gave a graphic account of his ship's adventures and her tragic and unexpected end. The Prinsesse Marie, he said, was as fine a ship of her class as any man ever commanded. As a matter of fact she was launched no later than two years and a few months ago at Kiel, and has been in the Far Eastern trade for the comparatively short period that has since elapsed.

She came out from Europe on this trip with a miscellaneous cargo for Far Eastern ports Part of this she discharged at hingapore and she cleared for the North on the 17th of June, leaving at 10 a.m. There was still remaining on board certain cargo consigned to Kobe and Yokohama, which cargo had been shipped from Antwerp and Copenhagen.

This consisted principally of provisions in tins, iron plates and rails and iron in scrap. There was never any thought in the minds of Captain logemann or his officers or crow that any of the bulk they carried was of a contrahand nature. In fact they felt that there was no possibility of the ship meeting with a similar fate to that which had befallen certain of her sisters of the Mercantile. Marine in Eastern waters at the hands of the wolfish Baltickers for not only did they carry a clear conscience as regards any risky attempt at blockaderunning, but also the ship's captain was provided with certificates from the Japanese Consul and no less high an authority than the Dutch Stadt itself that the Prinsesse carried no contraband of war.

Four days out from Singapore-in Lat. 13.57 N. and Long. 113.15 E.-a large steamer was sighted. That was half past four o'clock on the 21st of June. As the big craft bore down upon the Prinsesse, it was seen by those on board the latter that the approaching vessel was a warship. Then as the warship opened up to view it became apparent to those on board the Dane that from the colours she was flying she was a Russian.

Captain Ingemann kept the Prinsesse Starle on her course until the two ships had abproached to within about a mile, but very little attention except that which belongs to a seafarer's curiosity was bestowed upon the warvessel by the people of the merchantman. Suddenly, however, a thing happened which

put every soul on board the Danish steamer on the gul vive. A cuiling cloud of smoke appeared on the warship's side, then the menacing boom of a big gun came rumbling across he intervening waters and a round shot hurtled across the bows of the Prinsesse Murie while simultaneously a flag signal appeared on the Russian ordering the Frinsesse to heave-to.

There was nothing left for Captain Ingemann but to obey the behest which had come in such a material and imperious fashion. Accordingly the engines were stopped and the steamer was hove-to. -THE-BOXRDING:

By this time those on board the Prinsesse had recognised their challenger as the Russian cruiser Terek. The Terek also came to a stop. A boat was lowered away and it pulled straight for the Prinsesse. As may be imagined there was little tribulation on the Printesse as to the ultimate issue for from the Captain downwards. the ship's company were assured that no contraband of war was carried on their vessel and the visit of the Russians was really being anticipated as a kind of pected break in the monotony of a long voyage. It was a bit of fun-and that was all. The Russians would have their troublefor nothing and the respective members of the Prinsesse Marie would have had a mild sensation in being boarded by an armed Russian boat on the China Sea. It would be another romantic reminiscence with which to embellish their quay-side yarns when dear old Copenhagen once again welcomed them home.

But little they recked of the tragic finale. As the Russian boat approached there was nothing in its aspect to suggest a holiday picnic. Two by the La Seyne connecting at Singapore yesgrim officers sat in the stern and a brawny set | terday with the s.s. Stam en route for Europe. of scowling Russian sailors bent their broad backs to the oars as they shot the boat along-

extremely courteous to Captain Ingemann who | events that led up to it. Mr. Falbe carried advanced to receive them. To him they related away from the steamer the passenger chart the purpose for which their commander had by which he is able to place her whereabouts sent them to board the Prinsesse. They de when she sank as Lat. 13.30 N. and Long. manded an inspection of the ship's papers, and 113.30 F. The armed boat which came alongwent down and examined the holds of the side, he says, was in command of Sub. steamer with a view no doubt to ascertaining | Lieutenant Andre. After examining the ship's whether the papers tallied with the cargo papers, he took Captain Ingemann on board carried. Then, when their inspection had been the Terek with him at 6 p.m. concluded, they politely told Captain Ingemann that he was desired to accompany them on the Prinsesse from the warship, telling Chief ! board the Torek. There was nothing for it but | Officer 1. H. Gabe to steer the steamer straight | to do as he was asked and accordingly the East at a speed of not more than five knots and Captain stepped on board their boat and was that he would be aboard next morning. The pulled to the Russian cruiser. All the ship's papers were carried with them, including the consular and Governmental certificates stating

that no contraband was on board. When the Terek was reached, the two officers who had been in charge of the boarding in any way. The Russians gave them plenty party reported to the commander the result of their investigations of the Prinsesse Marie, and, while they ransacked the ship and "pinched." in consequence of what they had to tell, the commander summoned a council or commission of the ship's officers to decide as to whether the Danish vessel was seizable as a contraband carrier. Captain Ingemann of course was present during the inquiry. All the proceedings were conducted in Russian, a language with which Captain Ingemand unacquainted, but from one of the officers he got | flag.

an account of the proceedings. . It appears that the case for the sinking or again at a p.m., same day for Nagasaki where | Court. Some were strongly of the opinion that there was no ground for the scizure of the vessel. Others again held exactly the opposite

AN IMPERIOUS LIEUTENANT. light the incident throws upon the regime of and were well treated. The bread they got,

carried by a young Sub-Lieutenant who was the most vociferous of all the Court for the destruction of the vessel. Not only was he emphatic in his arguments, beating the cabin table with his clenched fists and using all his oratorical powers to carry home conviction to the minds of the waverers on the side of caution; but according to our informant he actually went to the length of shaking his fist under the Russian commander's nose, demanding that the ship should be sunk-and that at once or otherwise he would report the commander to

St. Petersburg for dereliction of duty. "Better to sink her," he cried, "and pay compensation afterwards than allow such a valuable cargo to reach the Inpanese." There must have been something masterful about the young Lieutenant for his counsel

provailed. Very likely his word carried added weight because of some connection or other that he enjoyed with high Royal circles Russia, but it is questionable whether Sir John Fisher would have listened to the Heir Apparent himself under similar circumstanceswhich the Lord deliver us from!

SINKING THE SHIP.

At any rate the Court decided that the Printessa Marie was carrying contraband and that she must be sunk. Captain'Ingemann, as may will be supposed, heard the news with dismay, But he was treated with every possible courtesy and shown to a cabin where he could put up till next day for of course by this time darkness had set in.

On the moining of the 22nd June, following the Russian cruiser's boats were sent on board the Prinsesse and her crew, all Danes by the way, and passengers were transferred to the Terek. Meanwhile the Russians ransacked the Printesse and removed all the provisions they could find into their boats. These included all kinds of tinned stuff, besides sugar, bottled beer and wine, the two latter being seized with a particular and thirsty avidity.

When everything that they thought worth carrying away had been transferred from the doomed vessel to the Russian cruiser, gunners set to and placed two mines on board-one under the boilers and another in the holds, Profiting by their recent exhibitions of ineptitude in the sinking of merchant steamers, the Russians were more successful on this occasion. The mine in the hold was placed in such a position that when exploded it would blow out the side of the ship and not be impeded in its destructive career by the watertight bulkhead as in the case of the B. I. Ikhona.

As an additional surery that the ship would infallibly sink all the seacocks and valves were opened and by the time the last Russian left the vessel there were already some two feet of water in the engine room. The Russian boats rowed away to a distance

of about 300 yards from the Prinsesse before the mines were fired. When that did happen there was very little outward signs of the destruction which the mines had effected. Only a slight puff of smoke rose from the ship. dynamite charges of course struck downwards. But there was a perceptible quiver of the vessel, it is said, when the explosion took place. That, again, might only have been the nervous shudder which the captain and his officers and crew themselves experienced when they heard the muffled report which foretold the approaching disappearance of their gallant ship and which they sympathetically attributed to the ship herself,

However that may be she settled down quickly and sank by the head in 18 minutes. And no more was seen to the Prinsesse Marie,

ON THE "TERRE."

The Terek stood by till the stricken steamer disappeared and then she held away on a course which from observation of the stars Captain Ingemann was able to tell was southerly. The Prinsesse men were all well treated but the food, which they shared with the meno'-warsmen, was not good. Captain Ingemann states that the Terek is in a very filthy condition in a seagoing point of view. She is covered with barnacles and all kinds of parasitic growths. Inboard there is a great lack of discipline. There are plenty of men but they do not strike one as being men-o'-warsmen. They are slack and untrained and the officers are not by any means efficient,

On the voyage down to Batavia where the Teres took the crew to, the wines and beer purloined from the Prinsesse obviously were freely indulged in by the officers. On one occasion two of these worthy gentlemen came to blows on deck and had to be separated by [ 730] the men. Before leaving the Russian cruiser, Captain Ingemann received from the commander a certificate relating the circumstances

under which his ship had been sunk, Naturally the feeling among the men of the Prinsesse is one of deep resentment and in dignation at what they consider the Terck's high-handed action in sinking their fine new ship and the hope is freely expressed that Russia will be made to pay through the nose for this act of unjustifiable piracy on the high seas. Their feelings were somewhat mollified when they heard on their arrival here that the Terek had been interned at Batavia since their departure thence-that the wicked had been forced to cease from troubling.

At Batavia the Prinsense Marle's ship's company met with every kindness from th Dutch authorities and were enabled to leave A PASSENGER'S ACCOUNT.

Mr. Charles Falbe, who was a passenger or board the Prinsesse Marie, gives a graphi Then the officers came on deck. They were account of the sinking of the ship and the

Three hours later Captain Ingemann hailed captain was rowed off at 6 o'clock in the morning accompanied by a boat's crew and officers. He told everybody on board to pack up in readiness to go on the Terek as the Prinserse was going to be sunk. They were not hurried of time to get their things together, and meaneverything they could conveniently carry away, They took all the food they found, including two pigs, one sheep, and many ducks and hens. The passengers and crew of the Marie had. to take what was left. Then they went into the Russian boats and were pulled off to the Terek. Captain Ingemann was the last man to leave the ship. They took down their own

The Russians put a pyroxiline bomb in the hold forward with a time fuse attached and at 2.15 it exploded. There was hardly any smoke visible. Twenty minutes later the Prinscess sank head first. Pome of the Russians took photographs of the vessel as she disappeared. On board the Terek, which was found to carry four 4.7 Armstrong, Whitworth and some smaller guns, the passengers and But curiously enough-and what a strange officers were accommodated in first-class cabins

the Russian Navy-the day was eventually | however, was mouldy but, as it was the same as the Russians themselves had to eat, little complaint could be made after all. One of the Russian officers had a Union Jack as well as a Danish flag taken from the Prinsesse.

The ship's company of the sunken steamer number 47 all told-29 European crew and 4 Chinese, 3 passengers and the rest officers. They got their meals served in the first-class smoking saloon. Three quarters of the promenade deck was given up to their use." When Mr. Falbe showed the Russians a copy

of the Stratts Times of 16th June containing news of Rojdestvensky's defeat and the destruction of his fleet they roared with delight and shouted "Hurrah" till the whole ship's company, were hourse. So much for Russian patriotism!

The Teres was in a very filthy condition on the bottom and made poor speed. She took seven days to reach Batavia and before that port was entered the last shovelful of coal had had to be straped out of the corners of her bunkers. The Prinsesse Marie hed been exactly two months out from Copenhagen on the day she was sunk. It is a peculiar circumstance that on her last homeward run she carried Russian refugees to Europe. The East Asiatic Company and the Danish Consul here are taking care of the passengers and showing them every attention.

## To-dan's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by PUBLIC AUCTION,

TO-MORROW, TUESDAY), the 11th July, 1905, at Noon, at their Sales Rooms, No. 8, Des Vœux Road,

corner of Ice House Street, THE GOODS AND CHATTELS. belonging to the following Estates;-P. C. GEO. PARKER and P. C. T. HARDING.

TERMS :-- As usual. HUGHES & HOUGH, Government Auctioneers Hongkong, 10th July, 1905.

THE TRADE MARKS ORDINANCE.

APPLICATION FOR REGISTRATION OF TRADE MARKS. NIOTICE is hereby given that JOHN

DICKINSON & CO., LIMITED, of 65, Old Bailey, London, E. C., England, Paper Manufacturers, have on the 31st day of May, 1905, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks:-





the name of JOHN DICKINSON & CO., LIMITED, who claim to be the Sole Pro-

prictors thereof. The Trade Marks have been used by the Applicants in respect of the following goods:-Paper (except Paper Hangings), Stationery and Bookbinding, in Class 39.

Dated the 10th day of July, 1905. DENNYS & BOWLEY. Solicitors for the Applicants.

WANTED,

TOR the HONGKONG SEAMEN'S INSTITUTE, a GOOD SECOND HAND BILLIARD TABLE. Any Gentleman having one to dispose of is requested to communicate with the Undersigned.

J. H. FRANCE, 5, Lycemun Villas, Kowloon. Hongkong, toth July, 1905.

NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF MISCELLANEOUS MATERIALS, (FIREWOOD, LIME WHITE BEST, CHARCOAL, &c., &c.), from the 1st August, 1905, to H.M. DOCKYARD, Hongkong.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Dockyard, and should be returned not later than the

A Deposit of One Hundred Dollars (\$100) will be required when applying for Tender forms to be returned if the Tender is declined. Hongkong, to h July, 1905. BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED. FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship

"PUNDUA;" Captain Swanson, will be despatched as above, on SUNDAY, the 16th instant, at Daylight. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Hongkong, 10th July, 1905. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

Agents.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside, Cargo impeding the discharge or remaining on board after 4 P.M. the 12th instant, will bo

landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co. General Managers, Hongkong, 10th July, 1905.

## Intimations.

## ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY IMPLICITLY ON GETTING

FROM US

PIANOS

HIGHEST CLASS

EMBODYING THE VERY BEST MUSICAL AND WEARING

QUALITIES,

MODERATE PRICES.

OUR CLIENTS HAVE THE

30 YEARS' EXPERIENCE AS

ADVANTAGE OF OUR

EXPERTS.

DEVOTED EXCLUSIVELY

TO THE PIANO TRADE.

WE ARE BY FAR THE

IMPORTERS LARGEST

MANUFACTURERS

IN CHINA, AND STOCK THE GREATEST VARIETY

OF MAKES.

Hongkong, 8th June, 1905

THE

"BURLINGTON."

2. PEDDER'S STREET,

OPPOSITE THE HONGKONG HOTEL

DRESSES HATS

LATEST FASHION

OF THE

MADE ON THE SHORTEST NOTICE

REASONABLE CHARGES:

A Very Large Assortment of

MUSLINS, LACES (French), COMBS, SILKS, HATS, &c.,

at PRICES unprecedently offered

Inspection respectfully invited.

M. GAINS, Manageress.

TELEPHONE NO. 536. Hongkong, 8th July, 1905.

714

#### Shipping—Steamers. UCEAN STEAMSHIP CO., LD. CHINA MUTUAL STEAM NAV. CO., LD. JOINT SERVICES. FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS. EUROPEAN SERVICE. OUTWARD. STEAMERS " KEEMUN ".....toth July. GLASGOW and LIVERPOOL ..... "PATROCLUS" .....14th GLASGOW and LIVERPOOL ..... " PAKLING ".....18th GLASCOW and LIVERPOOL ..... "ACHILLES" ......28th GLASGOW and LIVERPOOL ..... "ANTENOR" ...... 3rd August. GLASGOW and LIVERPOOL ..... " MACHAON " ..... 4th GLASGOW and LIVERPOOL ..... GLASGOW and LIVERPOOL ..... " ORESTES "...... 5th GLASGOW and LIVERPOOL ....... "ULYSSESS" ..... 9th "ODPACK " ...... 9th GLASGOW and LIVERPOOL ..... S.S." Keemun" left Singapore at noon on the 5th inst., and is due here on the toth, at 5 p.m. HOMEWARD. STEAMERS LONDON, AMSTERDAM & ANTWERP "HYSON" ......18th July. GENOA, MARSEILLES & L'POOL "TELEMACHUS"......20th LONDON, AMSTERDAM & ANTWERP "AJAX "...... 1st August. \*GENOA, MARSEILLES & L'POOL "STENTOR " ......20th LONDON, AMSTERDAM & ANTWERP "PAKLING".......28th \* Taking Cargo for Liverpool at London Rates. TRANS-PACIFIC SERVICE. OPERATING IN CONJUNCTION WITH . THE NORTHERN PACIFIC RAILROAD CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA. EASTWARD. STEAMERS all PACIFIC COAST PORTS, vid WESTWARD. . STEAMER FROM TACOMA, SEATTLE, VICTORIA and I "TELEMACHUS" ......15th July. PACIFIC COAST ...... For Freight, apply to Hongkong, 10th July, 1905 CHINA NAVIGATION STEAMERS.

#### BUTTERFIELD & SWIRE, AGENTS. LIMITED. TO SAIL SHANGHAI and CHINKIANG ..... " SHAOHSING " + ... 1 1th July. "BUNGKIANG " \*... reth ... LOILO...... " TEAN " \* "HUPEH" WIN, THURSDAY ISLAND, COOK. (TOWN, CAIRNS, TOWNSVILLE, BRIS. ( " CHINGTU " \* 1 ... 14th ,, BANE, SYDNEY and MELBOURNE ... J "KAIFONG" \* CEBU and ILOILO ..... "TAIYUAN" ....... 15th " SWATOW, WEI-HAI-WEI, CHEFOO? and TIENTSIN ..... . The Attention of Passengers is directed to the Superior Accommodation offered by these

steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried. † Taking Cargo on through Bills of Lading to all Yangtste and Northern China Ports

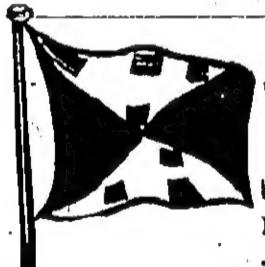
I Taking Cargo and Passengers at through Rates for all New Zealand and other Australian

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

TO SAIL

Me TO BAIL



Hongkong, 10th July, 1905.

Highest Class, newest, fastest and most luxurious Steamers. between Hongkong and Manila.—Saloon amidships—Electric Light-Perfect Cuisine-Surgeon and Stewardess carried. -All; the most up-to-date arrangements for comfort of

#### MANILA CHINA STEAMSHIP COMPANY, LIMITED.

For	Sailing Dates.
MANILA '	SATURDAY, 15th July, at Noon. SATURDAY, 22nd July, at Noon.
	MANILA

SHEWAN, TOMES & CO., GENERAL MANAGERS. Hongkong, 8th July, 1905.



AMERICAN

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast). Steamship "INDRAWADI" ..... For Freight and further information, apply to

Hongkong, a9th June, 1905.

SHEWAN, TOMES & CO., General Agents.

BOO CHEONG. STATIONER AND PAPER MERCHANT,

No. 20, Pottinger Street. LTAS always on hand all varieties o Copying Presses, also Automatic Cyclostyle and Ellams Duplicator. Hongkong, 23rd February, 1005.

TSANG FOO & CO., COAL MERCHANTS AND STEVEDORES, 48, DES VORUX ROAD.

CHIPS Coaled from alongside at the shortest to notice, and with all possible despatch. Prices Moderate. Telephone No. 329. Hongkong, 1st October, 1904

## Shipping—Steamers.

TRIPS TO CANTON AND MACAO. THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered. Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 0.30 P.M.

returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M. On SUNDAYS she make an EXCURSION TRIP to MACAO, leaving Hongkong 8.50 A.M., and returning from Macao about

The "YING KING" is especially fitted for these runs, is the newest, fastest and mos luxuriously furnished steamer on the line and is lighted throughout with Electricity, also her and cold water is supplied.

First Class single journey to Canton ...\$3.00

Second ... to Macao 1.00 First class single journey with Cabin 2.00 Sto Macao 2.00 with Cabin 3.00 ... \$1.50 ...... 30

Breakfast, Tiffin or Dinner \$1 each only. Wine and Spirit of the best brand are used. The wharf in Hongkong is at the West end if Wing Lok Street. The wharf in Macao is the same as the Western and of Wing Lok Street.

S.S. Perseverance. For further information, apply to the Office of YUK ON S. S. Co., LD., No. 216, Wing Lok Street, Hongkong,

Messrs. WENDT & Co., Canton Agents.

S. A. NORONHA, Macao Agent. Hongkong, 17th May, 1005. STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Captain KWONG TUNG"...1,238...H. W. WALKER. Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted). These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare-Single Journey ... 54 ......\$r each. The Company's Wharf is a short distance West of the Harbour Master's Office SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,

No. 7, Queen's Road West. Hongkong, 26th June, 1905.

## HONGKONG-MACAO LINE.

S.S. "WING CHAL" Captain T. AUSTIN, R.N.R.

HIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., tide permits. FARES :-- Wook Days, 1st Class, including Cabin and servant, Single \$31 Return Ticket,

\$5; and Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates :- 1st and and Class, Single licket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents. Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Steamer is lit throughout by Electricity.

The Steriner's wharf at Hongkong is at the MING ON & Co., and Floor, No. 16, Victoria Street.

Hanskong, 13th June, 1905. EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.) THE Steamship

\_ "AUSTRALIAN,"

Captain McArthur, will be despatched for the above Ports, on WEDNESD. Y, the 12th July,

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage. This Steamer is installed throughout with the Electric Light.

N.B .- To assure the additional comfort of Past. passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Agents. Hongkong, 16th June, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED BAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

Steamship S'GAPORE, S'RABAYA & SAMARANG, HINSANG....... FRIDAY, 14th July, 3 P.M. S'GAPORE, PENANG & CALCUTTA... LAISANG \* ..... TUESDAY, 18th July, Noon. † Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports. These Steamers have superior accommodation for First-class Passengers, and are fitted

throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers. .

Hongkong, 8th July, 1905.

PORTLAND & ASIATIC STEAMSHIP CO. PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON, OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY. To Sail at Daylight on Steamship. "NUMANTIA"......July 16th. "ARAGONIA"., ......5,198.......Schuldt .............August,26th, The S.S. "Numantia" left Moji on the 6th inst., and is expected to arrive here at daylight on

The S.S; "Arabia" left Portland on the 2nd inst., and is expected to arrive here on August 3id. Through Bills of Lading issued to Pacifir Coast Points and all Eastern, Canadian and 'nited States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, TO-MORROW, the 11th instant,

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITE!, Hongkong, 10th July, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-FOSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA. THE Company's Steamship

"TONKIN," Captain Charbonnel, will be d'aspatched for the above Ports, on or about TUESDAY, the 11th instant. For Freight or Passage, apply to G. DE CHAMPEAUX,

Agent. Hongkong, 4th July, 1905.

REGULAR STEAMSHIP TO NEW YORK, PIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG. Steamship About "ST. HUGO" ...... 4th August, 1905. "SHIMOSA" .....to follow. For Freight and further information, apply the 12th July.

DODWELL & Co,, LIMITED, Hongkong, 10th June, 1905,

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies). STEAM FOR

BOMBAY VIA SINGAPORE AND Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LECHORN and GENOA.

VENICE and TRIESTE, all MEDITER-RANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCE. LONA, VALENZA, ALICANTE, ALMERIA and MALAGA). THE Steamship

Capt. Cogliolo, will be despatched as above, TO-MORROW, the 11th instant, at Noon, At BOMBAY, the Steamer is discharging in VICTORIA DOCK. For further Particulars regarding Freight

and Passage, apply to CARLOWITZ & Co.,

Hongkong, 10th July, 1905, THE AMERICAN & ORIENTAL LINE. FOR NEW YORK AND BOSTON. (With Liberty to Call at the Malabar Coast) 1 HE Steamship

AFRICAN PRINCE.". Captain MacFarlane, will be despatched for the above Ports on or about WEDNESDAY, For Freight, apply to

ARNHOLD, KARBERG & Co. Hongkong, 28th June, 1905.

## Intimation.

## THE HONGKONG TELEGRAPH.

1. ICE HOUSE ROAD HONGKONG.

CABLE ADDRESS, -- Telegraph, Hongkong.

HE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Coylon, India and the Far East

A daily newspaper with weekly edition. published for despatch by the homeward mai suitable, except for subscribers in Europe or

A special feature is made of full and accurare reports of local occurrences, and of matiers of general interest.

## ADVERTISING DE ARTMENT.

the Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a A duly qualified Surgeon and Stewardess are | wider circulation than any journal in the Far

> Special attention given to effectively display. ing adve tisements.

The type used as a standard for setting a tvertisement, is similar to this, unless we are lishmen. instructed to display the advertisement, when any effective style of type will be adopted This stand and runs exactly eight lines to the nch, and ahour eight words to the lines.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriage

dreath insertion in the Daily and Weekly,

-CONTRACT -ADVERTISHMENTS.

Special Rales for standing advertisement can be ascertained from the Manager.

Advertisements for the Daily should reach

he Hongkong Telegraph Office not later than acon of the day they are intended to appear.

. Unless otherwise specified all advertisements

will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

job Princing of all descriptions undertaken.

P OGRAMMES.

PAMPHLETS,

and remarkably cheap at

CARDS.

CIRCULA 3 IXPRESSE

All job printing is done under European supervision, well turned out, free from errors

THE HONGKONG TELEGRAPH OFFICE

Estimates given for all classes of work or application to

> THE MANAGER Honokong Trlegraph Co., LD. 1, Ice House Road Hongkong,

## THE ITALIAN WOMAN.

The following note on certain characteristics of the Italian woman is from Tuker and Malleson's "Rome," a book just published by Messrs. A. and C. Black :-

There is among all the Italian women more dignity in their relations with men than there is among English women. The Italian woman has a noble reticence, a power of selfprotection, which imposes itself on lover and husband. She is not accustomed as we are in modern times, to walking abroad unaccompanied, and there is no doubt that here the English. woman shows a self-respecting demeanour which is everywhere recognised as entitling her to all the respect she feels for herself What I speak of is the Italian woman's attitude towards the man to whom she is engaged or married, in comparison with the English. A woman's. The former will not serve her husband as an English or German from will; nor, before marriage, will she lay herself out to keep the man at any cost as the English girl of the servant class will do. Here Italian self-respect is greater than English. The Roman woman of the lowest class habitually displays The daily is recommended as more generally this personal dignity and reticence in the streets, and nowhere in Rome will you see such scenes as are to be witnessed on any Bank Holiday at a seaside place in England, on Saturday evenings in London or in country towns after dark among men and women of the lower middle class.

The Italian women will avoid scandal to herself and hers at whatever cost. She will suffer any deprivation or loss to compass this, to keep her trouble from the eyes of the curious world. There is none of that vulgarity of soul -consummated in modern times among Anglo-Saxon peoples-which bastens to wash dirty linen in public. This is one reason why divorce is so distanteful in 'Italy, and especially to the women, who would one and all suffer individually in order to bind the man to preserve the family and its honour, in preference to the enjoyment of the personal freedom which . \*\*

the looser bond implies. A traditional characteristic of the Roman is that he has always given a fairer share of life to woman than other Italians. Since the day when Romulus called the Roman curtor after the thirty Sabine women who had thrown themselves into the breach for the Romans, and conferred on them special privileges, the Roman woman has played dignified part in the life of the city. As priestesses the vestals possessed priviliges shared by none but the empercriand the idea of the Roman matron, the wife not "in the hand" of her husband, was a Roman contrib tion to social ethics two thousand years before the idea occurred to Eng-

THE MEANING OF "ESQUIRES

In view of the difficulty experienced by the British War Department in obtaining young men of birth and education with moderate means of their own as officers of the auxiliary forces, it is strange, r marks the Tribune Weekly Review, that it should have issued instructions recently to the effect that it is only the officers above the rank of subalterns that are to be henceforth accorded the description of "esquire," junior captains, first and second lieutenants having to content themselves with the designation of "gentlemen" in all Gazette announcements and official come unications. For this cannot be regarded as otherwise than an intimation that the War, Department, does, ot regard the subaltern officers of the militia, the Imperial Yenmanry and the volunteers

worthy of being regarded as " esquires" "It may be just as well to explain the full meaning of this word "caquire." Strictly epenking, it is a nobiliary title, a fact which will doubtless astonish many-people in this country, who, while professing a truly republican contempt for such distinctions, make a constant and daily use of the term. It is the English equivalent of the German "edler," with the particle "von"; of the French: "gentilhomme," with the particle "de"; of: the Spanish "hidalgo" and of the Portuguese fidalgo"

In reality, only a limited number of people have a legal right thereto. They may be divided into two classes-those who are "esquires" by virtue of inheritance and those who are "esquires" ex officio. The latter comprise duly ordained divines of the Chutch of England, judges, deputy lieutenants of counties, commissioned officers of the navy, members of the bar, and until now all commissioned officer of the army, these including, of course, the subalterns of the militia, the yeomanry and the volunteers, three bodies which form part and parcel of the British army. As stated above, these subalterns of what are known as an auxiliary force are henceforth to be divested of this valued official designation of "esquire."

Of course, those who are "esquires" ex officio cannot transmit the dignity, to their children, who have therefore no legal right to the title. The other "esquires," whose rank as such is hereditary, are either persons who have received from the crown a grant of armorial bearings-not a mere concession from the College of Heralds-or who are the lineal mals descendants "legally begotten of the original" grantee of the coat of arms," such as for instance Mr. George Scrope, of Danby, whose ineal ancestor in 1389 was able to prove in a public court of law that his nobility was far superio, to that of the Grosyenors, although he himself remains "George Scrope, esq.," while the present chief of the Grosvenors bears the title of Duke of Westminster.

The late Sir Bernard Burke, who was perhaps the greatest heraldic authority of the nineteenth century, was wont to declare that "peers." baronets and the esquires entitled by inhertance to armorial bearings constitute the nobility of Great Britain and Iteland." Physicians, professors, bankers, merchants, manufacturers, lawyers, etc., are none, of them entitled ex officio to the addition of the word. "esquire" to their names, but are usually accorded this designation in ordinary social intercourse, though not in any official or legal communications,

THE OWNER WALL

Albertz, K.

Baker, A. S.

Berryhill, Dr. T. A.

J. E. and child

Birbeck, R. J.

Bissell, W. S.

Blair, D. K.

Broughall, L.

Carter, W. L.

Clark, T.

Chalmers, Dr.

Chambers, Mr. & Mrs.

and Mrs. H. I.

Cunningham, G.

Davies, F. O.

Descon, F. B.

Fletcher, H.

Frost, B. L.

Grant, A. W.

Grone, Dr. F.

Hagedorn, F. C.

Hagedorn, Mrs.

Hall, Capt. -1

Harding, R.

Haslett, H. J.

Innes, Capt. R.

Kempf, H. H.

Kerr. F.

Kerr, J. C.

Krany, C.

Laing, A. H.

Lewis, A. R.

Lewis, L. S.

Luckie, A. R

Dann, G. H.

Gibbons, J. B.

Kaptayn, B. D.

McPherson, J. L.

Nicholls, E. A.

Lyone, F. W.

Gaskell, Mr. and Mrs.

Marchant, Capt. and

Mrs, and children

Large, H. J. C.

Laing, Dr.

Hurst, R.N., Engineer-

Irwin, Mrs. R. & child

Knaggs, Dr. Samuel

Glover, C.

Daolittle, F. H.

Douglas, Capt. & Mrs.

Downing, Mr. T. C.

Brighton, F. G.

Bieney, S.

Bingham, Mr. & Mrs.

HJMOKONO.

N. Le

Skott, C.

CRAIGIEBURN.

### WAS PARADISE AT THE NORTH POLE?

N OLD THEORY REVIVED.

There was an animated discussion not long since over the question, "Is the Earth a globe?" and the fact, then revealed, that there are persons in this twentieth century capable anof asserting with apparent seriousness that our planet is flat, has emboldened me (says a writer In T. P.'s Weekly) to ventilate another theory, more novel, but certainly not more incredible, which has some eminent supporters both in Europe and America—the theory, namely, that the North Pole is the real site of the Garden of Eden-the traditional craile of the human

The theory is not very old and has developed curiously. There may possibly be persons still living who remember "Symmes's Hole," over which scientists and journalists alike used to make merry some seventy years ago. The originator of "Symmes's Hole" was Captain John Cleves Symmes, of the United States Army, who maintained, and believed he could prove, that the earth is hollow and habitable within, that at each Pole there is an enormous hele, probably from 2,000 to 4,000 miles in width; that if this hole were explored it would be found to be an internal world far superior to the external in the beauty of its forms of life. Gleams from that wonderful inner world, he averred, are vouchsafed to us in the Aurora Boreslis and other phenomena of polar light. And it is to the mouth of that hole that the abeasts and birds whose winter migrations have hitherto puzzled zoologists, annually repair to hibernate, Symmes appealed to Sir Humphry Davy and Baron Alexander von Humboldt to support him in his theory, and tried hard to raise sufficient funds to enable him to explore this wonderful hole; but scientists and finan-Sciers alike gave him the cold shoulder, and he worked himself to death in his desperate effort to convince the public that his hypothesis was

#### "PAR DISE FOUND

But though the scientific word laughed poor Symmes and his "hole" to scorn it is a remarkable fact that even so eminent a student of cosomgony as Halley, the astronomer, belleved the earth to be hollow and possibly habitable in the interior by some race specially fitted for such subterranean existence. Whence, no doubt, Bulwer Lytton derived his idea of "The Coming Race." Sir. John Leslie, too, the distinguished Scottish physician, chemist, and mathematician, beld similar belief, but went considerably further than Halley, for he peopled the hollow sphere with plants and animals, and assigned it two small subterranean planets, Pluto and Proserpine, to illuminate its darkness. It has been Toft, however, to Professor W. F. Warren, late President of Boston University, U.S.A., to "go one better." His theory is that the Eden primitive tradition was situated at the North Pole in a country submerged at the time of the Deluge. And in his remarkable book, "Paradise Found" he argues his case clearly and logically, and brings an immense amount of learning to support his thesis. It will be news to most people, I suspect, to hear that the foremost geologists of the day hold the view that the first spot on our globe which possessed a temperature adapted to animal life was The Pole, where there undoubtedly existed, within a comparatively recent geological period, a wide stretch of land, since submerged, of which Nova Zembla and Spitsbergen formed a part. On that continent Pro--fessor-Warren maintains that the Garden-Eden was situated.

What are the three chief points to be looked for in such a Paradise as tradition asserts to have been the cradle of our race? They are light, warmth and luxuriant vegetation. Well that now submerged polar continent possessed them all in perfection. Even now there is no portion of the globe which enjoys throughout sthe year so large a share of solar light as the Pole, where there are only sixty-one days of darkness out of 365, and there even the night is made glorious by the splendour of the Aurora Borealis, and the clear shining of the lustrous stars. T?And as to warmth and luxuriant vegetation, Professor Oswald Heer, the greatest living authority on fossil flora, has demonstrated "that there must have existed a warm climate and a rich tropical vegetation in the highest Arctic circles, and that the mother region of all the floral types of the more southern latitudes was originally in a great continuous continent within the Arctic circle."

## GOD-LIKE PROGENITORS.

Everything, therefore, which could make life a Paradise to primeval man and beast and bird was once to be found at the North Pole. And then think how easy it was for the human race as it increased and multiplied to descend sfrom these polar heights and spread itself all over the global It was just like rivers parting from the same watershed. Thus you have the problem of the peopling of both hemispheres once in the simplest and most natural fresh monsoons, with rough sea in Ray of manner. You are no longer confronted by Bengal, passed Singapore on 1st inst. at 8 p.m., the prohibitive obstacle of the Atlantic, which strong winds with rain, and rough sea up to has so sorely perplexed those who would locate the birthplace of the human race in Asia and yet cannot account satisfactorily for the presence of Adam's descendants in America! For how could they have got there in days when the nearest approach to a ship was a Aldershot, Br. s.s., 1,354, Adam, 5th July,cance? But, put Paradise at the Pole, and all is clear,

David Livingstone believed the site of Eden would be found at the sources of the Nile (a belief shared by General Gordon), and he told Bir Roderick Murchison that it was the hope Tof finding the lost Paradise of our race that acided in him the desire for African exploration. May not the theory of Paradise at the Pold inspire our Arctic explorers with a fresh incentive to wring from these ley wastes their secret? Who knows but that the polar occan which Nanten skirted may hold in its centre the key to the long-lost Eden-Humanity's Friest and lovellest home?

## wnipping.

Sungkiang, Br. s.s., 1,021, Pennefather, 8th July,-Swatow 7th July, Gen.-B. & S.

Keong Wal, Ger. s.s. 1,115, Köhler, 8th July
—Bangkok and July, Rice,—B. & S. Hermann Menzell, Ger. s.s., 1,664. W. Hansen, 8th July,-Moji 3r.1 July, Coal,-Chinese. Tjimahi, Dut. s.s., 2,475, N. de Brouwers, 8th July,-Kobe and Mojl 4th July, Gen.-J.

Chiyuen, Ch. s.s., 1.30%, C. Stewart, 9th July,-Shanghai 5th July, Gen.-C. M. S. N. Co, Hongkong, Pr. s.s., 742. A. Suzzoni. 9th July,-Haiphong and Hoihow 8th July, Gen .-

Fausang, Br. s.s., 7,410. T. A. Mitchell, 9th July,-Shanghai 5th July, and Swatow 8th, Gen.-J., M. & Co. Kirkfield, Br. s.s., 2,291, T. B. Watson, 9th

July,-Calcutta 2:nd June, Coal,-J., M. Childar, Nor. s.s., 1,102, Amesen, 9th July,-Calcutta 23rd June, Coal. - Asgaard,

Thoresen & Co. Kwongsang, Br. s.s., 1,428, W. P. Baker, 9th July,-Canton 8th July, Gen,-J., M. &

Laisang, Br. s.s., 3,460, P. M. B. Lake, 9th July,-Calcutta 24th June, Penang and Singapore 4th July, Gen.-J., M. & Co.

Glaucus, Br. s.s., 3.599, A. D. Baker, 9th July, -Shaughai 7th July, Gen.-B. & S. migo, Ger. s.s., 872, I. Iversen, 9th Iuly,-Chefoo 20th June, and Tsintau 1st July,

Gen .- J. & Co. Oceanien, Fr. s.s., 2, 28, Couret, 10th July. Shanghai 7th July, Mails and Gen.-M.

Tungshing, Br. s.s., 1,172, Bischard, 10th July, -Wuhu and Chinkiang 6th July, Gen.-1., M. & Co.

Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, toth July,-Hoihow oth July, Gen.-J. &

Loongmoon, Ger. s.s., 1,245, F. Kalkofen, 10th July,—Shanghai 6th July, Gen.—S. & Co. Loongsang, Br. s.s., 1,092, G. S. Weigall, 10th July,-Manila 7th July, Gen.-J., M. &

Sirius, Br. cruiser, 6,800, C. Moore, 10th July, -Weihaiwei 6th July. Hanoi, Fr. s.s., 738, P. N. Merlees, 10th July, -Haiphong and Holhow 9th July, Gen.-

A. R. M. Bourbon, Fr. s.s., 990, Sisco, 10th July,-Saigon 6th July, Rice.—Chinese.

Clearances at the Harbour Office.

Denbighshire, for Nagasaki. Andres Rickmers, for flwatow. Arcadia, for Shanghai. Fausang, for Canton. Tungshing, for Canton. Chiyuan, for Canton. Hongwan I, for Amoy. Glaucus, for Singapore. Lucia, for Kwong-chow-wan. Loongilloon, for Canton.

Departures,

July 10.

Diadem, Br. cruiser, for Weihaiwei. Clara Jebsen, for Swatow. Manica, for Singapore. Fri, for Haiphong.

Hermann Mennell, for Canton.

Denbighshire, for Japan. Haltan, for Swatow. Proleus, for Swatow. Arcadia, for Shanghai. Chiyuen, for Canton. Hongwan I, for Amoy. Holstein, for Swatow. Fausang, for Canton.

## Dakanbi-a-a attibuq

Per Sungklang, from Swatow-147 Chinese. Per Keengwai, from Bangkok-Mrs. Erwin and child.

Per Hongkong, from Haiphong, &c .- Capt. Parker, Mrs. Yokeane, and Mr Pitty. Per Loongsong, from Manila-Messrs. Willis Emery, J. M. Power, H. Volcher, and 18 Chi-

Per Laisang, from Calcutta, &c.-Miss Hirst, Lt. Chesney, Dr. Waye, Mr. Clink, 470 Chinese,

and 2 Japanese. Per Oceanien, for Hongkong from Yokohama -Messrs, Johannesen, Douglas and Hee Sui From Kobe-Messrs, Wineck and Newmann. From Shannhai-Dr. Banetti, Mr. Douir, Mr. and Mrs. Killman, Messrs. Hneft, Silga and boy, Harvey, Cartarinich, Mrs. Staunton, Mr. and Mrs. Sturgis, Mr. Vassilieff, Mrs. Clara, Messrs, Manning, Sanderson, Peter Esser, Vileck, and Mrs. Narcirs.

## Passengers departed.

Per Zafiro, for Manila-Messrs. C. Heinszen, Ermerins, Misses N. Fortes, C. Fortes, Messrs. Fortes, Vollbrecht, W. P. Scott, Miss Hazel Lynn, Mr. and Mrs. Andrus, and Rev. Celesbino Arbas:

Shipping Report Str. Tungshing from Wuhu :- Light winds, fine and clear.

Str. Glaucus from Shanghai: - Moderate monsoon throughout.

Str. Chiyuen from Shanghai: - Moderate SW, monsoon throughout, fine, clear.

Str. Fausang from Shanghai :- Moderate to

light SW, wind, with fine weather throughout. Str. Kirkfield from Calcutta:-Strong to

Vessels in Port.

HTEAMERS. Cantoo 5th July, Gen.-D. & Co., Ld. Andree Rickmers, Ger. s.s., 1,020, H. Köhn, 5th July,-Bangkok 29th June, Rice.-M.

Baron Fairlie, Br. s.s., 2,223, J. I. Ulletrom, 6th July,-Calcutta 19th June, Coal.-Order. Chowtai, Ger. s.s., 1,115, H. Textor, 5th July,

-Bangkok 29th June, Rice. -B. & S. Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.M.R., 4th July,—Vancouver 12th June, and Shanghai 1st July, Mails and Canton at 9 a.m. Gen.-C. P. R. Co.

Germania, Ger. s.s., 1,715, T. Petersen, 5th July, -Holhow 4th July, Rice. -J. & Co. Glenlogan, Br. s.s., 3,740, J. McGregor, 7th July,-London and Siggapors ast July, Gen,-McG. Bros. & Gow,

Hero, Nor. s.s. 2,418, U. Syvertsen, 8th July,-Kuchinomu est July, Coal,-M. B. K. Hinsang, Br. s.s., 1,400, G. Davies, 8th July, -Java 29th June, Sugar. - J., M. & Co. Ischia, Ital. s.s., 2,781, C. Andrew, 6th July,-Singapore 30th June, Gen.-C. & Co.

Kailong, Br. s.s., 986, E. Finlayson, 8th July,— Cebu 4th July, Hemp and Sugar.—B. & S. Lightning, Br. s.s., 2,122, J. G. Spence, 3rd July,—Calcutta 17th June, Penang and Singapore 28th, Gen.-D., S. & Co., Ld. Newby Hall, Br. s.s., 2,840, A. Buck, 6th July, -Barry soth May, Coal.-Order.

Oanfa, Br. e.s., 5,676, T. Bartlett. 4th July,-Shanghai 1st July, Gen.-B. & S. Shaohsing, Br. s.s., 1,307, F. D. Northcombe 8th July,-Canton 7th July, Gen.-B.

Taiyuan, Br. s.s., 1,459, L. Dawson, 26th June,
—Australia via Ports and Manila 24th June, Gen.-B. & S.

Tean, Br. s.s., 1,346, W. B. Brown, 6th July,-Manila 3rd July, Gen .- B. & S. Telemachus, Br. s.s., 1.300, J. Williamson, 5th July,-Saigon 1st July, Gen.-Order.

SAILING VESSELS.

Combribarrk, Br. 4-masted ship, 2.151, George and June,-Cardiff and Jan., Coal. Government.

## Steamers Expected.

Vestals	From	Agents	Zhue
Tonkin	Saigon	M. M	July 11
Mongolia Maragon	Snanghai Singapore.	P. M. Co	July 11
Tjilatjap	Macassar	J. C. J. L	July 11
Numantia	Moji	P. & A. Co	lain II
l'leiades Benlarig	Manila	D. & Co	July II
Coromandel	Singapore.	P. & O. Co	July 13
Chingto	Kobe '	B. & S	luly 13
Silvia Prinz Heinrich.	Colombo	M. & Co	July 15
Athenian	Vancouver.	C. P. R. Co	July 18
China	Japan	P. M. Co	laid to
Emp. of China. Arabia	Portland	P. & A. Co	July: 24
Ras Dara	New York:	S., T. & Co	Aug. 21
1		, ,	,

Hongkong & Whampon Dock Returns. Humber .....

Germania ..... Cosmopolitan'. Allemannia .....

## Ships Passed The Canal.

Outward-14th June-Austria, Benlarig. Den of Crombie. 17th June-Liberia, Tonkin, Hudson, Keemun, Fenglien, Patrocius, Grafton, Verdande. 21st June-Southgrove. 24th June-Tydeus, Benvenue, Malacca, Pak Ling. 27th June-Benledt, Diomed. 30th June-Wittekind, Achilles, Agincourt. 4th July-Poona, Benalder, Sydney, Pyrrhus, Atholi, Stuttgart, Bornexchange, Korana, Oceano, Rhenania. 7th July-Antenor, Bayern, Candia, Glenroy, Machaon, Merionethshire.

Homeward-24th June-Indrami, 27th June. -Dardanus, 30th June-Lacries. 4th July-Rayern, Seyovia.

Arrivals at Home-14th June-Katsow. 17th June-Agamemnoa. 21st June-Prausten, 21th June-Artemisia, Teenkal, 27th June-Inson, Pera. 30th June-Schuylkill, Triesle, Ernest Simont, Slavenia. 4th July-Room, Nassovia 7th July-Lowther Castle.

## aime

A Mail will close for:-Swatow, Amoy and Foothow-Per Hailan,

11th July, 9 A.M. Singapore, Batavia, Samarang, Sourabaya and Macassar-Per Tilmahi, 11th July, 10 A.M.

Singapore, Penang and Calcutta -- Per Lightning, tith July, to A M. Europe, &c. India, win Tittleoria ... Per

Oceanien, 11th July, it A.M. Macao-Per Haungsham, 11th July, 1.15 P.W. Shanghai - Per Kwongsang, 11th July, 2 F.M.

Manila-Per Team, rith July, 3 P.M. Hoilo-Per Sungkiang, 11th July, 3 P.M. Keelung, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash .- Per Pleiades, 12th

July, to A.M. Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Ade-

laide and Perth-Per Australian, 12th July, IO A.M. Shanghai, Nagasaki, Koba, Yokohama, Victoria and Vancouver, B.C .- Per Empress

of Jupan, 12th July, 17 A.M. Singapore, Penang and Bombay-Per Ischia, 12th July, 11 A.M.

Manila, Port Darwin, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth-Per Chingin,

r3th July, 3 P.M. Chefoo and Newchwang-Por Hupek, 13th July, 3 P.M. Singapore, Sourabaya and Samarang-Per

Hinsang, 14th July, 2 P.M. Manila-Per Loongsang, 14th July, 3 P.M. Cebu and Ilollo-Per Kaifong, 14th July.

Kobe - Per Taiyuan, 15th July, 3 P.M. Shanghai, Moji, Kobe and Yokohama-Per i*jilatjap*, izin july, ii a.m. Tientsin-Per Wosang, 17th July, 2 P.M.

Singapore, Penang and Calcutta -- Per 11° N., thence moderate to light winds into Laisang, 18th July, 11 A.M. Swatow, Wei-hai-wei, Chefoo and Tientsin -Per Chihli, 18th July, I P.M.

Europe, &c., India, via Taticorin-Per Sachsen, 19th July, 11 A.M. Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma, Wash .- Per Shawmut

20th July, 11 A.M. Manila-Per Zofiro, 22nd July, 11 A.M. Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C .- Per Empress of China, and Aug., II A.H.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for

Mails for Namtao, Sanbpe, Kongmoon,

Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at g a.m. No mail will be closed for Capton on Satur-

VISITORS AT THE HOTELS. PEAK. CHINA COAST METEOROLOGICAL REGISTA King, Dr. and Mrs. Aucott, E. F. July 8th, 1905, a.m. Beattie, A. Louder, Mr. Bar. Th. Hu. Wind Wr. Macdonald, Mr. Reattie, M. P. Luttringhaus, P. Bornand, Mr. and Mrs. Martin, R. Macdonald, D. Bourcheir, Mr. & Mrs. Moice, Mr. and Mrs. G. Vladivostock. Macke, B. H. Boyd, Capt. and Mrs. Hakodate .. Brown, Mr. & Mrs. D.E. Moxon, Mr. and Mrs. Mackey, C. H. Toklo ..... Clothler, & N. Marriott, Dr. O. Kochi Cocks, Mr. & Mrs. A. E. Muells, E. Mateda, K. Nagasaki ..... Darling, Col. Meikle, Mr. and Mrs, Kagoshima ... Dixon, Mr. O'Neil, J. L. Hugh Oshima .... Edwards, Mr. and Mrs. Parry, Major Paxton, Capt. H. W. Merlees, Mrs. P. N. -1 Hallingworth, Mr. and Phillips, Major lehigakijima. Miller, P. L. Piggott, Mr. and Mrs. Taihoku ......5 Moon, Mr. & Mrs. H. M Harker, B. Brotherton Taichu..... Pollock, K.C., Mr. Moore, Dr. W. B. A. Hassan, Mr. and Mrs. Reigfe, Dr. and Mrs. 20.00 ainan...... Haynes, Col. Koshun Morrison, Mrs. Sawer, Capt. and Mrs. - 0 -5W 2 -Hazeland, F. A. Pescadores . Muller, Dr. F. a.m. 29.72 79 -Weihalwei Helsgaun, A. Stadt, and Mrs. Murray, E. H. 29.85 80 91 SSE 2 by Hett, Mr. and Mrs. Gutzlaff Van de Clark, Hon. Dr. Francis Murray, P. C. Sharp Peak... Stokes, Mr. F. Taget Amoy ....... 6,30 a. 29.86 79 91 W8W I Newington, A. G. Hindekofet, Mr. & Mrs. Thomas, Mr. Swatow ...... 9. a.m. 29.91 80 96 WNW t b Clegg, R.N., Eng. Lt. Offord, Mrs. Patcy E. Hudig, D. Uffel. W. von Jeffries, H. U. Vandin, Gordon Oliffe, O. C. Hongkong ... 10 a.m. 20.90 84 Vereker, Capt. NE I ohnson, Rev. Pan, Mr. and Mrs. F loseph, Mr. and Mrs. Kaye, Major and Mrs. White, Dr. and Mrs. Gap Rock ... 582 3 Parfitt, W. Macad ..... Kelsail, Major & Mrs. Peake, W. Haiphong ... Perkins, Mr. and Mrs. Manila..... Bacolod ..... a.m. — OCCIDENTAL. tlo lo ..... 29.85 84 - NNE O C Leonhardt, Dr. M. A. Alford, J. R. Roach, Mrs. J. S. and Lindenburg, W. Anderson, G. C. St. James loa.m. Lowe, Mr. and Mrs. Biermans, Dr. 1. Rochet, L. Lowe, Miss Siesie Brunco, Dr. F. Rosell, Mr. & Mrs. A. July 10th, 1905, a.m. Chandler, Lieut, (Army Majer, Capt. and Mrs. Scott, A. O. and child Educ " Dept Skinn, A. J. Viadivostock. 7 a.m. Muller, P. Fisher, R. Nemuro ..... 6 a.m. 19.65 - - 5w 4 -Munro, Miss A: Frank, C. Snewin, E. A. Gerth, M. Offieldt, D. Soper, C. H. -- 0 --Hals, G. L. Ohme, A. Stanley, H. H. Owen, O. E. Harms, F. Staunton, Mrs. Nagasaki .... -Hollinger, Dr. F. Paldtmann, Capt. H. Stein, A. L. Kagoshima, Rasmusten, M. ensen, H. Stewart, W. M. Oshima Johnson, R. C. Reven. Ed. Swindells, Dr. Edgar Naha ..... Rose, Mr. and Mrs. Keyt, Dr. H. Thompson, M. L. shigakijima. SW H, and 2 children Kober, Dr. G. Thomborrow, J Schmidt, Dr. H. Kock, H. Trimnell, W. D. Taichu..... Volacek, R. Korter, Fr. Unbehaun, C. H. Tainan' Krill, G. Wayanke, A. Koshun .... Vickers, R. C. W 2 -Kuhn, J. Ysenschumised, A. Wales, H. H. Pescadores . Weihaiwei ... 9 a.m. 29.71 71 -Ward, J. C. Watkins, Miss E. Gutzlaff .... KOWLOON. Wigelin, H. Sharp Peak... Evans, Mr. and Mrs. Price, Capt. and Mrs. Williams, I. V. Amoy .......... 6.30 a. 29.83 81 Amoy ...... 6.30 a. 29.83 81 96 Swatow ..... 9 a.m. 29.85 80 96 Wright, Mr. and Mrs. Pinkers and child SW I b Hall, J. S. Juland, H. R. Tenkate, Mr. and Mrs. Canton Villenenor, J. H. Hongkong . . 102 m. 29.90 85 71 Victoria Peak SW Gap Rock Russell, Mrs. SW Macao ..... Smith, E. Grant SW July 9 at July 9 at Smith, Mr. and Mrs 10 B.M. 4 Pattle 29.88 86 71 WW I C Manila ..... Barameter ....... 29.90 Webb, Mr. and Mrs. Bacolod a,m. SW Montague I-moerature ....... - 82 -Wilson, Dr. Newell - 0 or Bumidity ..... C. St. James Ioa.m. --Young, J. Ashton Rainfell

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	Tons.	GUNS	I.H.P.	CAPTAIN:	LAST REPORTED AT
Alacrity	despatch-vesset	1,700		3,000	Commander Harbord	Weihaiwsi
Andromeds :	cruiser, 1st class	11,000	16	10,500	Captain R. Nelson Ommanney	047-64-6
Arun	torpedo boat destroyer		~ 6	7,000	LieutCommander R. H. Heaton	
Astraea	cruiser, and class	4,360 .	IQ.	7,000	Captain Lionel G. Tufnell	Shanghai
Bonaventure	cruiser, and class	4,360	10	7,000	Captain H. H. Torlesse X	Weibaiwel
Cadmus	sinop ,,,	1,070	6	1,400	Commander H. du C. Luard	
Cherob :	water tank and tug	390	-	300		Hongkong
Clio	alogp in in	1,070	6	1,400	Commander H. D. Wilkin, D.s.o	
Diadem i	cruiser, zet class	11,000	16	16,500	Captain H. W. Savory	
Dec	torpedo boat destroyer	560	6	7,000	LieutCommander H. E. Sulivan	Hongkong
Eme	torpedo boat destroyer	550 560	1 2	7,000	LieutCommander Bather	Welhaiwel
Ettrick	torpedo boat destroyer		. 2	7,000	LieutCommander Lewin	Hongkong
Exe ,,, ,,, ,,,	torpedo boat destroyer	550	0	7,000	Commander A. F. Everett	Weihalwei
Fame	torpedo boat destroyer	306 .	16	5,700	LieutCommander Stevenson	Weihaiwei
Glory *	battleship, 1st class	•	10	13,500	Captain Hon. Stopford	
Handy	torpedo boat destroyer	275	2	4,000	LieutCommander J. May	Weihaiwei
Hart	torpedo boat destroyer	275	_	4,000	LieutCommander Richards Captain E. F. B. Chailton	
Hecla	special service torpedo-v cruiser, 1st class	. 6,400 12,000	14	\2,400 21,000	Captain E. F. S. Chatton Captain Shortland	
Hogue,		3,600	] **	7,000	ATT AND	Weihalwei
Iphigenia	torpedo boat destroyer		6	7,000	Tlant Commander C Comman	William Partie Comment
	a da la bankalikasaning	200	6	3,900	LieutCommander W. H. Darwall	
404	river gunboat ,,		1 a 1	1,200	Lieut. Commander E. V. F. R. Dugmere	Yangtaze
Kining Moorhen		180	2	800_	Lieut. Commander F. B. Noble	West River
Otter	torpedo boat destroyer	350	6	6,300	Lieut. Commander J. Kiddle	BBC 44 P 4 1 14
Rembler	surveying-yessel		6	őşo	Commander C. E. Monro	Surveying
Robin	river gunboat ,,, ,	P 35	2	140	LieutCommander Robert E. Vaughan.	West River
Sandpiper	river gumbost	85	2	340	Lieut. Commander H. T. Atlay	West River
Sirius	cruiser, and class	3,000	В	7,000	Captain C. H. H. Moore	
Snipe	river gunboat	85	2 2	240	LieutCommander Davidson	The second second
Takit ,,, ',,,	torpedo boat destroyer	250	6	6,500	In reserve	Hongkong
Sutlej .,, ,,, ,,,	cruiser, sat class	12,000	1 14	21,000	Captain W. L. Grant	
Tamar ,, ,,	receiving ship	4,650	0		Commodore Dicken	
Feat our per per pro-	riyer gundoat	180	] 3	800	Lieut. Commander E. Secretan	
Virago	torpedo boat destroyer	355	) D	6,300	Lieut. Commander Gregory	-
Waterwitch	surveying ship ., ,,	620	1 8 1	450	Commander R. W. Glennie	Surveying
Whiting	torpedo boat destroyer	160	D .	5,900	Lieut. Commander C. E. L. Thomas	
Widgeon	river gunboat		2	800	LieutCommander G. B. Spicer-Simson	
Woodcock	river gunboat	150	2	550	Lieut. Commander Hugh Somerville	
Woodlark	river gunboat	150	3	, 550	LieutCommander Jno. F. Knox	Yangtese
			1,	٠.	•	
7		9		· ' ·	·	

\* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

## ארוויוגיים געושה יושה עת מגידו ההערות עוד או אויינות מאודו אויינות מאודו אויינות אויינ

NAME.		FLAG AND DESCRIPTION.	Tons.	GUNS.	н. Р.	COMMANDING OFFICERS. LAST REPORTED	A7
chéron		armoured gunboat	1,796	. 10	1,700	Lieut Ferret Saigon	•
argus of on	*** ***	alicens annula add	123	- 10	500	Lieut, Jeannel Canton	
valanche	440 -	and the second second second second	140		150	Halphong	
aionnette	***		-	1 - 1	150	Saigon	- 3
aronade	*** ***	and the same time at	-	_	150	Lieut, Hue Saigon	
asso-tête		alman markets	140	1 2	150	Saigon	
omite	*** ***	mumbers ti	***	1	438	Lieut. Merveilleux du Vignaux Gulf of Slam	
Assas	***		4,000	31	9,500	Captain Allaire Baie d'Along	. 1
Décidés	800 000		645	10	1,000	Lieutenant L'Eost Haiphong	
Descartes	*** **	A-10.00	0-	14	5,500	Commander Amet Baie d'Along	
Estoc		Cultura aurahant		-	-	Lieut, Mère Haiphong	
rancisque	*** **	destroyer '	303	7	6,300	Lieut. Cotoni Haiphong	
made	*** ***	Janahushan	350		303	Lieut. Jehenne Haiphong	
nichen to	*** ***		10 >	-		Baie d'Along	. *
neydon ,,.	*** 40		9,376	7	20,200	Capt. Ridoux Bale d'Along	
Ionri Rivière	*** ***	river gunboat			-	Lieut. Portier Haiphong	
sequin / '			200	6	- 308	Lieut Corlouer Heiphong	
eveline	***	destroyer	307	-	300	Commander Sagot-Duyanroux Haiphong	
ersaint	*** ***	cruiser	1,250	7	2,200	Commander Simon Baigon	
YEK	*** ***	sub-marine	-	-	-	Armbruster Haigon	
lontcalm#	*** ***	I same annied somiles	9,700	12,	19,600	Capt. Duval Baie d'Along	
lousquet	*** ***		307	7'	6,300	Lieut. Prat	
lry		river gunboat	- i			Lieut, Grellier Chungking	
eibo	. 010 901	gunboat	_			Lieut. Lavissière	
stolet ( ***)	940 2 000	Castroyer and an angen	307	7.	6,300	Lieut. do Reinach-Werth Baie d'Along	n
notes		sub-marine			_	Lieut. Glorieux	
edontable	*** ***	battleship, reserve	9,437	8	0,071	Commodre C. P. M. Poidiolle Saigon	
ibre			-	-	1 10 000	Lieut, Lebail Ill Haiphoug	7
yx and gree	***	armoured gunboat	1,796	10	1,700	Cept. Dupries Salgon	
ally with the	*** ***		10,014	38	30,000	Capt. Guibertean Baie d'Alleng	
prorise (,	*** ***		520	3	900	Lieut, Roque Bale d'Aldeg	
kiang ,,,				- P		Upper Yangtee	
kon.,, ,,,			250	6		Capt, Terquem, ,, ,,, ,,, Salgon	
indan	799 990	nattlesnip, reserve	0,150	23	4,500	Hongay	
gilants in	+99 -+99	river gunboat	133	47.0	500	Lient, Bruguen	14.

<sup>\*</sup> Flagship of Vice-Admiral Bayle, Commander-in-Chief.

† Flagship of Rest-Admiral de Fauque de Jonquières, Second-in-Command.

Queen's Buildings.

FURNITURE,

GENERAL HOUSEHOLD

Telephone 256.

Hongkong, 16th May, 1905.

Hongkong, 26th Jupe, 1005

37 and 38, Elgin Road, Kowloon. Hongkong, 5th June, 1905.	Vanatara 1
TO LET.	Yangtsze I
ODOWN No. 3, NEW PRAYA, Kennedy	China Fire
Town. Apply to—	Hongkong
THE HONGKONG LAND INVEST-	China and
MENT & AGENCY CO., LD. Hongkong, 27th June, 190,. [692	Douglas S
TO LET.	Hongkong
NO. 12, KNUTSFORD TERRACE,	and and and and
Apply to—	Indo Chin
THE HONGKONG LAND INVEST-	Shanghai
MENT & AGENCY CO., LD. Hongkong, 4th May, 1905. [537]	"Shell" T
TO LET.	"Star" Fe
A BUILDING at CAUSEWAY BAY, at	Straits Ste
A present in occupation of the Steam Laundry Co., Ltd.	Taku Tug
No. 1, RIPON TERRACE.	China Su
FLATS in MORETON TERRACE, facility	Luzon Su
OFFICES in course of erection, Con-	Perak Su
NAUGHT ROAD (BEAR BLAKE PIER). GODOWNS; PRAYA EAST.	Chinese I Oriental (
Apply to—	Raub Aus
THE HONGKONG LAND INVEST-	Société F
MENT & AGENCY CO., LD. Hongkoog, 30th March, 1905. [69]	Farnham
TO LET.	Fenwick
WITH IMMEDIATE POSSESSION.	Unnelsen
LODGE," Caine Road.	Hongkon
Apply'to—	Hongkon
H. N. MODY. Hongkong, 4th May, 1905. [527]	Howarth New Am
	Riley Ha
For Sale.	Shanghai
TUBORG BEER.	Tanjong Yangtsze
	Astor Ho
A guaranteed free from Salicylic Acid,	Astor Ho
and any other Chemicals.  PRICK \$10.50 per case of 48 bottles (quarts)	Central 2
or o dor. pints.	
Special Prices for Quantities.  Sole Agents:—	Hongkor
siemssen & Co.	Hongkor Hotel de
2 Hongkong, joth January, 1903.	
- GREEN ISLAND CEMENT COMPANY, LIMITED.	Humph: Kowloo:
	Shangha
PORTLAND CEMENT.	Tientsin
\$4.50 per Cask 375 fbs. net ex Factory.	Tientsin
	I CAMPIANAL
\$2.70 per Bag 250 lbs. net ex Factory	I CAMPIANAL
\$2.70 per Bag 250 lbs. net ex Factory SHEWAN, TOMES & Co., General Managers.	West Po
\$2.70 per Bag 250 lbs. net ex Factory SHEWAN, TOMES & Co., General Managers. Hongkong, 7th March, 1905. [50	West Po
\$2.70 per Bag 250 lbs. net ex Factory SHEWAN, TOMES & Co., General Managers. Hongkong, 7th March, 1905. [50] POR SALE.	West Po Ewo Co Hongko Cor Internal
\$2.70 per Bag 250 lbs. net ex Factory SHEWAN, TOMES & Co., General Managers. Hongkong, 7th March, 1905.  FOR SALE.  I NCANDE SCENT	Ewo Co Hongko Cor Internal
\$2.70 per Bag 250 lbs. net ex Factory SHEWAN, TOMES & Co., General Managers. Hongkong, 7th March, 1905.  FOR SALE.  INCANDE Gasoline Lamps of al	Ewo Co Hongko Cor Internal Laou-ki Soy Chi
\$2.70 per Bag 250 lbs. net ex Factory SHEWAN, TOMES & Co., General Managers. Hongkong, 7th March, 1905. [50]  FOR SALE.  INCANDE SCENT Gasoline Lamps of all description from the bes	Ewo Cor Hongko Cor Internal Laou-ki Soy Chi Albamb S Philipp
\$2.70 per Bag 250 lbs. net ex Factory SHEWAN, TOMES & Co., General Managers. Hongkong; 7th March, 1905.  FOR SALE.  INCANDE SCENT Gasoline Lamps of al description from the bes makers.	Ewo Co Hongko Cor Internal Laou-ki Soy Chi Albamb Shangh
\$2.70 per Bag 250 lbs. net ex Factory  SHEWAN, TOMES & Co.,  General Managers.  Hongkong, 7th March, 1905. [56  R FOR SALE.  I NCANDE  SCENT  Gasoline Lamps of all description from the bes makers.  incandescen Mantles	Ewo Cor Hongko Cor Internal Laou-ki Soy Chi Albamb Philipp Shangh
\$2.70 per Bag 250 lbs. net ex Factory  SHEWAN, TOMES & Co.,  General Managers.  Hongkong, 7th March, 1905. [56]  R  FOR SALE.  INCANDE  Gasoline Lamps of all description from the bes makers.  Incandescen Mantle s Chimney Globes, Sha	Ewo Con Hongko Cor Internal Laou-ki Soy Chi Albamb Shangh Hell's A Campbe China-l
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SPEWAN, TOMES & Co.,  General Managers.  Hongkong, 7th March, 1905.  FOR SALE.  INCANDE  SCENT  Gasoline Lamps of al description from the bes makers.  Incandescen Mantles Chimney Globes, Sha des, &c., fo	Ewo Con Hongko Cor Internal Laou-ki Soy Chi Soy Chi Albamb Philipp Shangh Campb China-l China l
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\$2.70 per Bag 250 ibs. net ex Factory SHEWAN, TOMES & Co., General Managers. Hongkong, 7th March, 1905. [56]  FOR SALE.  I NCANDE SCENT Gasoline Lamps of al description from the bes makers.  Incandescen Mantles Chimney Globes, Sha des, &c., fo Gasoline an Gas Lamp at the mom moderat prices.  Lamps fixe up for Buyer free of charg  Naphtha the best kin kept in stoc.  TAI KWONG CO., 56, Lyndhurst Terrac.	West Por Cor Internal Laou-kit Soy Chi Albamb Philipp Shangh Anglo-China I China I Chi
S2.70 per Bag 250 lbs. net ex Factory SHEWAN, TOMES & Co., General Managers. Hongkong, 7th March, 1905. [50]  FOR SALE.  Incandes  Incandescent Mantle services  Incandescent Mantle servi	West Por Cor Internal Laou-kit Soy Chi Albamb Shangh Anglo-China I China I Chi
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S2.70 per Bag 250 lbs. net ex Factory SHEWAN, TOMES & Co., General Managers. Hongkong; 7th March, 1905. [50]  FOR SALE.  Incandes Congress of al description from the best makers.  Incandes congress of all description from the best makers.  Incandes congress of all description from the best makers.  Incandes congress of all descriptio	West Por Cor Internal Laou-kit Soy Chi Albamb Shangh Anglo-China I China I Chi
S2.70 per Bag 250 lbs. net ex Factory SHEWAN, TOMES & Co., General Managers. Hongkong, 7th March, 1905. [50]  FOR SALE.  INCANDE SCENT Gasoline Lamps of al description from the bes makers.  Incandescen Mantles Chimney Globes, She des, &c., fo Gasoline an Gas Lamp at the mon moderat prices.  Lamps fixe up for Buyer free of charg  Naphtha the best kin kept in stoc  TAI KWONG CO., 56, Lyndhurst Terrac.  [8 Hongkong, 16th November, 1004. [5]  LISHED 1859.	West Po  Ewo Cor  Internal  Laou-ki  Soy Chi  Albamb  Philipp  Shangh  Anglo-China  China  China  China  China  China  China  Hongk  State  Mayoa  Mondo  Moutri  Shangh  Shangh  Shangh
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EAST MAN'S

KODAKS, FILMS,

SHARE QUOTATIONS. Supplied by Messrs. Benjamin, Kelly & Porrs. Corrected to noon; later alterations given under "Commercial Intelligence," page 5. APROXIMATE POSITION AS PER LAST REPORT. CLOSING TA HEUTER AT VALUE, PAID UP LAST DIVIDEND. STOCKS. QUOTATIONS. AT WORKING PRESENT RESERVE OUGTATION ACCOUNT. Div. of £1.10/- and bonus of £1 @ ex-BANKS. (1,000,000) \$845 buyers \$8,000,000 } change 1/11 9/16=\$25.46 for second } \$125 \$1,493,408 -57% Hongkong & Shanghai Banking Corporation ...... 80,000 \$125 \$250,000 (London £88 \$2 (London:3/6) for 1903 ...... \$200,000 National Bank of China, Limited ..... 537 buyers MARINE INSURANCES. \$1,400,000 } \$150,494 \$17. for 1903 ...... Canton Insurance Office, Limited ..... 10,000 \$250 \$320 buyers 81,7395 \$950,000) \$151,992 \$41 for year ended 30.4.1904 ...... S70 sellers .. China Traders' Insurance Company, Limited ...... \$89.33 24,000 \$362,366 \$371,445 Tis. 800,000 Tls. 217,119 Interim of 7/6 1904 ...... Tis, 82 buyers-North China Insurance Company, Limited ...... 10,000 \$1,850,000 €20,000 \$2,078,997 \$372,749 \$35 for 1903 ..... \$700 buyers Union Insurance Society of Canton, Limited ........ \$250, \$893 110 \$846,773 \$700,000 \$486,284 \$12 and \$3 special dividend for 1903...... \$60 8,000 \$100 Insurance Association, Limited ...... \$37,794 \$1.000 000 FIRE INSURANCES. \$6 dividend & \$1 bonus for 1903 ...... 81 % \$218,093 \$329,047 587 sellers \$20 20,000 Stoo e Insurance Company, Limited ...... \$2,241 \$34 for 1903 ...... \$360,372 \$1,200,505 \$302 sales 8,000 \$250 g Fire Insurance Company, Limited ....... HIPPING, TUG AND CARGO BOATS. \$1 for 1904..... \$5,000 30,000 d Manila Steamship Company, Limited ..... **5**185,000 \$35g sellers \$50 20,000 \$85,439 Steamship Company, Limited ...... \$250,000 51 for second half-year 1904 ...... 2000,000 ) ng, Canton & Macao Steamboat Co., Ld. ... \$158,444) £,205,000 } 597 buyers 10/- 109 1903 @ 1/10 5/16=\$5.378..... 51 % £5,853 ing Steam Navigation Company, Limited ... £100,000 } Tis. 61 Tis. 24 final making Tis. 44 for 1904 ... } Tis, 14 final making Tis. 34 for 1904 ... } Tug and Lighter Company, Limited ...... 15. 25,000 Tis: 43,762 715, 50 Tle. 50 Tis, 50 sales £40,000 (Preference) 22/- sellers Interim of 1/- (Coupon No. 5) for 1904 ... £58,852 Transport and Trading Company, Limited ... 2,000,000 £4,116} \$35 seilers \$65,000 } {\$1.80} for year ending 30.4.1905...... \$27 sellers 524,257 Ferry Company, Limited ..... 10,000 \$400,000 \$ 21,075 \$21,231 \$10 for 1904 ..... 1100 teamship Company, Limited ..... \$130,153 Tls. 126,000] Tls. 30 Final of Tis. 12 making Tis. 32 for 1904 ... 30,000 Tis. 50 T.Tis. 50 Tis. 276,679 5 ig and Lighter Commany, Limited ...... \$213 sollers Final of \$15 making \$20 for 1904 ...... \$42,812 20,000 \$100 \$450,000 gar Refining Company, Limited ..... 531 sellers \$3 for 1897..... \$85,987 \$100 7,000 ugar Refining Company, Limited ..... Tis. 71 sales Tis. 21 for year ending 30.9.04 ...... Tis. 1,635 Tis. 50 Tis. 50 7,000 Kar Cultivation Company, Limited ...... Tis. 100,000 Tls. 74 ex d v. b. MINING. Interim of 1/- (No. 4) ..... Engineering and Mining Company, Ld ..... €40,000 43 17/0 50 cents making G. \$1 for 1904 ...... G \$672,093 50,000 G Sto G. Sto Consolidated Mining Company, Limited none S61 buyers 18/10 No. 12 of 1/=48 cents ...... 50,000 £4,029 ustralian Gold Mining Company, Limited £4,873 50,000 \$490 {Fcs. 251,337} {Fcs. 1,529,652} Final of Fcs, 25 making Fcs. 55 for 1903... Fcs. 85,706 Fcs. 250 Fcs. 250 15,000 Francaise des Charhonnages du Tonkin ...... DOCKS, WHARVES & GODOWNS. Tis. 141?buyers Final of Tis, 8 making I is, 13 for 1904/5... Tis. 34,924 n, (S. C.) Boyd & Co., Limited ..... Tls. 100 |Tls. 100 Tis. 1,000,000 55,200 \$29 ex. new 53.75 for 1904 ...... \$27 new First year.... \$70,000 (Geo.) & Co., Limited ..... 12,000 \$58,473 Sos. buyers Final of \$21, making \$5 for 1904 ......... \$10,000 \$29,422 \$50 ng & Kowloon Wharf and Godown, Co., Ld. 40,000 \$50 \$300,000 **|** \$250,000, f\$6 dividend and \$1 bonus for 2nd half-] \$498,289 \$19; sales ing and Whampon Dock Company, Ld.' ...... \$33,500 50,000 \$270 buyers \$60,000 \$10 div. & \$5 bonus for year end. 30/6/04 12,000 \$100 Erskine, Limited ..... \$18 sellers \$1\frac{1}{2} for 1903 ...... 6,000 \$55,500 noy Dock Company, Limited ..... \$225 6,000 } {\$10 div. and \$2\frac{1}{2} bonus } for 1903 ...... argreaves & Co., Limited..... \$150,000 Strif 2,750) \$100 (Preference)...... Tis. 487,210] Tis. 1874 huyers Tis. 10,711 Final of Tis. 6 making Tis, 10 for 1904 . 51 % i and Hongkew Wharf Company ..... Tis, 100 Tis. 59,880 ) Tls. 100 \$206,645 \$20 for 2nd half year making \$26 for 1904 \$2,100,000 37,000 Pagar Dock Company, Limited ..... \$100 Tis. 185 huyers Tis. 2,762 Tis. 17,500 Tis. 18 for 1904..... 2,500 e Wharf and Godown Company, Limited ..... Tis. too Tis. 100 LANDS, HOTELS & BUILDING. **\$**31**}** \$9,989 \$21 for year ended 30.6.1904 ...... louse Hotel Company, Limited (Shanghai) .... 30,000 none Tls., 34,000 } Tis, 135 sales .ty Tis. 805 Final of Tls, 5 making Tls. 9 ouse Hotel, Limited (Tientsin) 2,000 T.Tis. so Tis. 8,000 ) \$18 sales. Final of 60 cents making \$1.80 for 1904 ... 6,000 Stores, Limited ..... - \$127 2100 \$1,502 None ..... (Founders')..... \$20,000 \$71 sales Preferential of 7 per cent for 1904...... (New Issue) ...... \$5 for second half-year making \$10 for 1904 \$100,000} ong Hotel Company, Limited ...... 550 \$10,000 \$37,875 Final of \$6 making \$12 for 1904 ...... ong Land Investment and Agency Co., Ld. .. 50,000 \$100 \$250,000 ·\$100 Tls. 19 Tis. 21 for the year ending 31.3.1905 Tis. 7,202 es Colonies Company, Limited (Shanghai) ... 9,000 Tls. 20,986 \$105 Metropole Company, Limited ..... First year Interim of \$4 2,000 \$100 \$100 Srai sales reys Estate & Finance Company, Limited ... \$200,994 } - \$11,958 90 cents for 1904 ..... 510 \$50,000 \$40 sellers \$377 n Land and Building Company, Limited ..... \$3 for 1904..... 6,000 none Tis. 3 final and Tis. 2 bonus making? Tis. 122 buyers Tls. 818,8137 Tis. 40,066 ai-Land-Investment Company, Limited ...... ..52,000 Tls. 50 Tis. 50 --11s. 8 for 1904 ------Tis. 170,000 Tis. 47 sellers 10} % Tis. 670 in Hotel des Colonies, Limited..... Tis. 50 Tis. 120 sellers Tis. 725 in Land Investment Company, Limited ....... Tls, 100 Tls, 100 Tis. 67,300 Tls. 12 buyers None ..... Final of \$1.70 making \$3.20 for 1904 ..... Tls. 5,150 I-wei Land and Building Company, Limited ... Tls. 25 \$1,247 oint Building Company, Limited ..... 12,500 none COTTON MILLS. Tls. 43 buyors otton Spinning and Weaving Company, Ld .... Tis. 4 for year ended 31.10.1903 ...... Tis. 11,653 Tis. 50 ong Cotton Spinning, Weaving and Dyeing \$16} sellers \$22,862 50 cents for the year ending 31.7.04 ......... 125,000 \$10 mpany, Limited ...... Sto pone Tis, 45 sales Tis. 50,000 7 Tls. 13,629 Interim of 3 % a/c 1898 ..... ational Cotton Manufacturing Company, Ld... Tis. 75 Tis. 35,227 5 Tis. 47 sales Tis. 10,000 Interim of 4 % a/c 1898 on 6,000 shares ... ung-mow Cotton Spinning & Weaving Co., Ld. Tis. 100 Tis. 100 Tis. 160 sales Tla. 22,050 4 % for 1897 ..... ace Cotton Spinning Company, Limited,..... Tis. 500 Tis. 500 Tls. 8,115 CIGARS AND TOBACCO COS. SIDO. Dr. P. 2,584 \$125 for year ending 30.6.1900 ...... bra, Limited ..... \$200 none \$200 Sol sellers First year ...... 67,500 \*\*\*\*\* \$10 Tis, 68 sales 19 Final of Tis. 6 making Tis. 9..... 30,000 Tis. 24,8207 TIs. 1,091 TIS. 20 Tis, 20 MISCELLANEOUS. Tls. 25,000 } \$125 sellers First year ...... German Brewing Company, Limited ...... \$100 \$100 \$5 buyers 6d. per share for 1903 ..... Asbestos Eastern Agency, Limited ...... 8,604 12/6 \$10 \$3 for 1904..... \$8,000 ell, Moore & Co., Limited...... 1,200 Sto \$114.88 bs //! \$1 for 1904..... Borneo Company, Limited...... \$12 60,000 Sta none Tis. 6% sales. Tis. 5 for 1904 ..... Tis. 718 Flour Mill Co., Limited ..... 4,000 Tls. 30,000 Tis. 50 15. 50 \$3,739 Light and Power Company. Limited ...... 510 30,000 Sto none \$81 BRICE 80 cents for 1904 ...... Provident Loan & Morigage Company, Ld. .. 000,000 \$8,0000 \$10 \$10 \$17 sellers \$2,706 \$12 for year ending 31.7.1903 ...... Farm Company, Limited ...... 25,000 \$100 \$5 div. and \$2} bonus for 1903 ...... and Neave, Limited ..... 4.500 \$112,500 \$50 \$26 igellers \$2 for 1904 ...... \$400,0007 \$95,054 Island Cement Company, Limited ...... \$10 510 500,000 \$27. sales 57,551 Final of \$11 making \$21 ..... Holtz, Limited ..... \$2Q \$186,000 520 £1 div. and 2/- bonus for 1904 ...... £8,188 \$170 buyers £25,394 kong & China Gas Company, Limited ...... 13,000 \$1.00 50 cents for year ending 30.4.1904, ..... \$10 \$1,747 kong Electric Company, Limited ....... 30,000 \$5 Sta. \$15 for year ending 30.11.1904 ...... Satz buyers \$2,796 cong High-Level Tramways Company, Ld..... \$50,000 \$100 \$100 Final of \$13 making \$17 for 1904 ..... kong Ice Company, Limited ..... 5,000 £60,000 525 \$152 buyers \$10 for 1904 ...... kong Rope Manufacturing Company, Ld. ..... 10,000 \$60,000 550 510 Interim of 50 cents 30.9.04 kong Steam Waterboat Company, Limited ..... 15,000 \$2,500 \$8 for 1904 ..... \$135 buyers \$3,400 Brothers, Limited ...... \$475,000 Stoo 5145 buyers Interim of \$5..... Crawford & Co., Limited (Shanghai) .......... \$100 \$100 f and quarterly of Tis. 5, paid \$5.6.05 mak-7 chappij tot Mijn-, Bosch-en Landbouwex-? Tis: 2071 sellers Tis. 528,210 } Tis. 35,849 ing so far Tis. 12} for 1905 ...... Gs. 100 Gs. 100 25,000 loitatic in Langkat, Limited ...... Tis. 19,4655 \$2 for year ended 31,10.1904 ..... ard and Company, Limited ...... DODE Tls. 25 Tis. 5 for 1902 ...... Dr. Tls. 117,638 on, (E. L.) Limited ..... 7,000 TIs. 50 none Tls. 50 Final of \$3 making \$5 for the year ending \$54 sales rie (5.) & Company, Limited ....... 30.6.04 \$5,000 \$50 None ..... \$5,537 Dr. hai & Hongkong Dyeing and Cleaning Co., Ld.. None 1,200 Final of Tis. 5 making Tis. 81 for 1904 \$122 buyers Tis. 145,000 } Tis. 108,172 } Tis. 8,011 hai Gas Company, Limited 16,000 T1s. 50. Tis, 80 sales, Tls. 10,247 hai Horse Baraar Company, Limited ..... 5,400 Tis. 45,000 TISU 50 TISU 50 Tis. 1671 salies a Tis. 6,968 hai Pulp and Paper Company, Limited ....... [Is. 100 Tis, 25,000 Tis. 100 Final of 37/6 making 52/6 for 1904"........ Tis. 420 sale 15. Tis. 17,220 hai Waterworks Company, Limited..... \$50 \$25 Tis. 170,000 \$80 sellers \$61 for year ended 31.7.1904 ...... \$20,000 \$5,068 Dr. 6,000 none . \$8 buyers alor 60 cents for year ended 31.5.04 5,000 \$3,644 Steam Laundry Company, Limited ...... } 574 buyora ding 10,000 \$10 for second half year 1904 decidence. Si 50 buyers Straits Ice Company, Limited ..... \$25,000 \$100 \$100 ( \$1 div. and 35 conts bonus for half year ) \$401 \$150,000 \$84,813 Straits Trading Company, Limited ...... ended 30.9.1904...... \$50,000 Tis. 2 for half year T.Tls. 100. Tis. 2,025 Pientsin Native City Waterworks Company, Ld ...... Tis. 100 Tis. 100 Tla. 15,295 Final of Tls. 41 making Tls. 81 for 1904/5 T.Tls. 1240 Tis, 1,012 Lientsin Waterworks Company, Limited Th. 100 T.Th. 100 Tls. 4,000 {\$29.70 } for year ended 31.5.1904 ........ { 91 % Sol selkmon United Asbestos Oriental Agency, Limited ...... \$20,000 \$180 buyers :... \$8 sellers \$12,604 Sip Watkins, Limited ..... 10,000 \$300,000 <u>}</u> \$129 buyors Final of 50 cents making \$1 for 1904 ...... Watson, (A. S.) & Co., Limited..... 90,000 ACCESSORIES. Saxt nellbrait. \$588 ... Interim gi sa cepts for year 1904/1905..... 101-24 William Powell, Limited Printed and Published by Jose Padro Braga, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, 109 House Road, to the Ulty of Victoria, Hongkong, Receives PROMPT and CAREFUL ATTENTION.